BOOKBINDING by European methods with the best materials, and under European superintendence.
THE "DAILY PRESS" OFFICE.
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PRINTING OF ALL KINDS at the most moderate prices at
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Hong Kong Daily Press.

ESTABLISHED 1857.

CHUNG NGOI SAN PO.
(Chinese Daily Press).
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.
Established upwards of THIRTY YEARS, and circulates largely throughout Southern China, Indo-China, etc. Is carefully edited by experienced Chinese Scholars, and contains Full and Reliable Commercial Intelligence.
Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

No. 11,707 第一萬一千七百七十一號 光緒二十一年七月初一日 HONGKONG, TUESDAY, AUGUST 20TH, 1895. 二禮拜 香港八月二十號

PRICE $2½ PER MONTH

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press" only, and special business matters "The Manager."

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 A.M. on the day of publication. After that hour the supply is limited. Only Supplied for Cash.

Telegraphic Address *Press*.
P. O. Box 20 Telephone No. 12.

NEW ADVERTISEMENTS.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Dividend of 7 % per Share for the Six Months ending 30th June, 1895, declared at Monday's Ordinary Half-Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TO-DAY (TUESDAY), the 20th AUGUST and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, No. 14, Praya Central.
By Order of the Board of Directors,
R. COOKE,
Acting General Manager.
Hongkong, 20th August, 1895. [1737

WANTED.

A NURSERY GOVERNESS, to Look after Three Children. Instruction to be given to the eldest one.
For Terms, &c., apply to
X. 12,
Care of Office of This Paper.
Hongkong, 20th August, 1895. [1732

PUBLIC AUCTION.

THE Undersigned has received Instructions from the OFFICIAL ADMINISTRATOR to Sell by
PUBLIC AUCTION,
ON
SATURDAY, the 24th AUGUST, 1895,
at 3 O'CLOCK P.M.,
at his SALES ROOMS, QUEEN'S ROAD,
One CREMONA VIOLIN, BOW and CASE, belonging to the Estate of Wm. Ross, Deceased.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 20th August, 1895. [1736

FOR THE MAIL.

THE *HONGKONG WEEKLY PRESS* will be ready To-MORROW and will contain:—
Leading Articles:—
The Franco-Chinese Convention.
Trade in Korea in 1894.
The Military Contribution.
The Colonial Surgeon on the Sanitary Board.
Mr. Wodehouse on the Fire Inquiry Ordinance.
Spain and the Japanese Occupation of Formosa.
Hongkong Legislative Council.
Supreme Court.
The Military Contribution.
The Gymkhana.
Mr. G. G. Brady's Farewell Concert.
Shipbuilding in the Far East.
The Colonial Surgeon "On the Rampage."
The Assessment.
Fire Inquiry.
A Suspicious Death.
Indignation Meeting at Amoy.
Hongkong and Whampoa Dock Co., Limited.
The National Bank of China, Limited.
Local and District News.
Commercial Intelligence.
Subscription $12 per Annum, payable in advance; postage $2.
Extra copies 30 cents each, Cash
Hongkong, 20th August, 1895.

FOR CHEFOO AND TIENTSIN.

THE Steamer
"FUPING,"
Captain Lehmann, will be despatched for the above ports TO-DAY, the 20th inst., at 2 P.M., instead of as previously notified.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 19th August, 1895. [1735

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
"ARRATOON APCAR,"
Captain J. E. Hansen, will be despatched for the above ports on TUESDAY, the 27th inst., at NOON.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 19th August, 1895. [1734

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"ARRATOON APCAR"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after the 21st instant will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Co., Limited, Wanchai.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 19th August, 1895. [1734

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MANILA,"
FROM ANTWERP, LONDON, BOMBAY, AND STRAITS.
Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
This Vessel brings on Cargo:—
From Persian Gulf, ex s.s. *Assyria*, and *Parulia*. From Madras, ex s.s. *Camorta*.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 24th and at 10 A.M. on the 26th, inst., after which no Claims will be recognised.
ALF. WOOLLEY,
Acting Superintendent.
Hongkong, 19th August, 1895. [1

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship
"FORMOSA,"
Captain Davis, will be despatched for the above Ports TO-MORROW, the 21st inst., at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 20th August, 1895. [1739

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship
"OCEANA,"
Captain J. Behrens, will be despatched for the above ports on MONDAY, the 26th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 19th August, 1895. [1733

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship
"AFRIDI,"
Captain Golding, will be despatched as above on or about MONDAY, the 26th inst.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 20th August, 1895. [1740

PERFUMERY.

ATKINSON'S, PINAUD'S, AND PIESSE AND LUBIN'S.

TRUEFITT'S BRILLIANTINE.

TRUEFITT'S EUCHRISMA.

GERAUDEL'S PASTILLES.

EDWARDS' HARLENE.

SCRUBB'S AMMONIA.

RAZORS.

KROPP'S, ARBENZ', ROGERS'.

BUTLER'S KEEN RAZORS.

DAKIN, CRUICKSHANK & CO., LD.
Hongkong, 19th August, 1895. [a24

AUCTIONS

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, &c.

THE Undersigned has received Instructions to Sell by
PUBLIC AUCTION,
ON
THURSDAY, the 22nd AUGUST, 1895,
Commencing at 2.30 P.M.,
at No. 4, BEACONSFIELD ARCADE.
The Whole of the
HOUSEHOLD and OFFICE FURNITURE,
Comprising:—
SITTING, DINING, and BEDROOM FURNITURE, &c.
TEAK CARVED SIDEBOARD, with Bevelled Glass, PICTURES, ORNAMENTS, CURTAINS, CARPETS, FANCY RATTAN CHAIRS, COUCH, &c., &c.
CROCKERY and GLASSWARE.
TROPLATE and CUTLERY.
HALL and HOLTZ-made BEDROOM SUITE, SINGLE IRON BEDSTEAD, &c., &c.
BATH-ROOM REQUISITES.
A QUANTITY OF
OFFICE FURNITURE, &c., &c.
Catalogues will be issued prior to Sale. On View from Wednesday, the 21st August.
TERMS OF SALE.—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 19th August, 1895. [1722

GOVERNMENT NOTIFICATION
No 344.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the Spot on MONDAY, the 26th day of AUGUST, 1895, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 10th August, 1895. [1723

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 26th day of AUGUST, 1895, at 3 P.M., by Order of His Excellency the Governor, of One Lot of Crown Land, at YAUMATI, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 699	Yaumati (North of Police Station)	50	50	180	180	9,000	32	450

PUBLIC AUCTION.

THE Undersigned has received Instructions from H.M. NAVAL STOREKEEPER to Sell by
PUBLIC AUCTION
ON
WEDNESDAY, the 4th day of SEPTEMBER, 1895, at NOON,
at H.M. NAVAL YARD,
SUNDRY NAVAL AND VICTUALLING CONDEMNED STORES,
Comprising:—
OLD IRON, PAPER STUFF, BAGS, CANVAS, BUNTINGS (Old Flags for Decoration Purposes), STORES, CLOTHING, &c.
ALSO
One BOILER, Locomotive Type, 80 h.p. 60 lbs. Working Steam Pressure
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 17th August, 1895. [1718

INTIMATIONS

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER,
7A, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
Liberal Discount Allowed. [1174

INTIMATIONS

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month by month; it is of Superb quality and of
CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for it—
LANE, CRAWFORD & Co.,
Hongkong.
26

CALIFORNIAN WINES.

IMPORTED DIRECT FROM
THE CALIFORNIA WINE ASSOCIATION.

	per 1 doz. bottles	per 2 doz ½ bottles.
ZINFANDEL (a Pure Red Wine)	$4.00	$4.50
RIESLING (a Pure White Wine)	5.00	6.00
RIESLING (Superior)	10.00	12.00

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants.
Telephone No. 75.
15, QUEEN'S ROAD, [a25

LANE, CRAWFORD & CO.

ELEY'S C. F. CARTRIDGE CASES.
ELEY'S METAL-COVERED DAMP-PROOF CASES.
ELEY'S SPECIAL RED CASES LOADED WITH [E.C.] POWDER.
PIGOU, WILKS & LAURENCE "ALLIANCE" POWDER.
NEWCASTLE CHILLED SHOT, in 14 lbs. Bags.
WALKER, PARKER & CO.'S ORDINARY SHOT, in 14 lbs. Bags.
SPHERICAL BULLETS for 12 Bore Guns.
LOADING AND RAMMING MACHINES.
PATENT TURNOVER MACHINES.
RECAPPING MACHINES. CARTRIDGE EXTRACTORS.
POWDER AND SHOT MEASURES. WAD PUNCHES.
NIPPLE SPRINGS AND WRENCHES. SCREW-DRIVERS.
CLEANING RODS. POCKET CLEANING SETS.
BROWNING BRUSHES. DOG WHIPS.
FELT WADS, CLOTH WADS, GREASE-PROOF WADS.
CARTRIDGE BAGS, CARTRIDGE BELTS.
SHOOTING BOOTS, HOSE, AND GAITERS.
and all kinds of sportsmen's Sundries.
LANE, CRAWFORD & CO.
Hongkong, 1st August, 1895. [a23

WATKINS'
COMPOUND SYRUP OF THE HYPOPHOSPHITES.
Recommended by the Medical Profession throughout the World for its Vitalising and Strengthening Powers.
HOUSEHOLD
BOVRIL FOR INVALIDS.
For Drowsiness, Hunger, Fatigue, Exhaustion, Nervous Disorders, Indigestion, Debility, and all who feel below par.
COMFORTS.
PEACH BLOSSOM SOAP, for Toilet and Nursery.
Specially Prepared for the Delicate Skin of Ladies and Children and others sensitive to the weather, Winter or Summer.
WATKINS & CO.,
APOTHECARIES' HALL, 66, QUEEN'S ROAD CENTRAL.
a

COMPAÑIA VINICOLA DEL NORTE DE ESPAÑA.

RIOJA CLARETE.

The Popular Dinner Claret
A Genuine Spanish Grape Wine of Guaranteed Purity and Excellence. Awarded Gold Medals at the International Exhibitions at London, Paris, Barcelona, and Antwerp.
Price $6 per Dozen Quart Bottles.
VILLA, LOPEZ & Co.
Agents.
Hongkong, 14th May, 1895. [a1030

HONGKONG JOCKEY CLUB.

A MEETING of MEMBERS intending Subscribers for, or those interested in, SUBSCRIPTION GRIFFINS for the next ANNUAL MEETING, will be held in the HONGKONG HOTEL TO-MORROW (WEDNESDAY), the 21st inst., at 4 P.M.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 17th August, 1895. [1717

JUST LANDED.

SPATEN BEER.

$14.50 per case of ½ doz. Quarts.
$16.50 per case of 8 doz. Pints.
ARNHOLD, KARBERG & Co.
Hongkong, 15th August, 1895. [1698

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, on THURSDAY, the 29th August, 1895, at 3 O'CLOCK in the AFTERNOON, when the subjoined Resolution which was passed at the Extraordinary General Meeting held on the 12th August, 1895, will be submitted for confirmation as a Special Resolution:—
"That the Capital of the Company be reduced "from $1,000,000, divided into 20,000 "Shares of $50 each, to $200,000, divided "into 20,000 Shares of $10 each, and that "such reduction be effected by cancelling "Capital which has been lost or is unrepresented by available assets to the "extent of $40 per Share on each of the "14,117 Shares which have been issued and "are now outstanding, and by reducing the "nominal amount of all the Shares in the "Company's Capital from $50 to $10 per "Share."
Dated the 12th day of August, 1895.
SHEWAN & Co.,
General Managers.
1383

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given, that at a Meeting of the Directors of this COMPANY held at the COMPANY'S OFFICE, CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL, VICTORIA, HONGKONG, on FRIDAY, the 2nd AUGUST, 1895, a final Call of Twenty-five cents per Share was made upon all Members holding Ordinary Shares of the Company, and that the same will be Payable to the SECRETARY at the Office of the Company, aforesaid, or to Messrs. SYME & Co., the Company's Agents at SINGAPORE, on or before TUESDAY, the 3rd SEPTEMBER, 1895.
And Notice is also given, that, in accordance with Clause 24 of the Company's Articles of Association, if the Sum Payable in respect of any Call be not paid on or before the said 3rd SEPTEMBER, 1895, the Holder for the time being of the Share in respect of which the Call shall have been made shall pay Interest for the same, at the rate of TEN DOLLARS per Centum per Annum, from the said 3rd SEPTEMBER, 1895, to the time of the actual payment.
Shareholders are requested to note that Scrip must be sent in when paying Calls, in order that such payments may be endorsed thereon.
By Order of the Directors,
JAMES B. DUNCAN,
Secretary.
Hongkong, 3rd August, 1895. [1602

W. BREWER,
Seventeen Trips through Somaliland, by Captain Swayne, R.E.
An Australian in China, by Morrison.
Trilby, by Du Maurier.
Chamber's Concise Gazetteer of the World.
Lord John Russell, by Reid.
Kropp's Celebrated Razors.
New Stock of Portuguese Books.
Lotus Time in Japan, by Finck.
Navy List.
Memoirs of Seven Campaigns, by J. Howard Thornton.
British Code List, 1895.
Ball—Story of the Heavens.
The Moon, by Elger.
Electric Light and Power, by Guy.
The Simplex Tennis Nut Press.
Large Stock of Tennis Bats.
Leather Tennis Belts.
Football and Boxing Gloves.
Cricketing Goods.
Dog Collars.
Artists' Materials and Fine Art Goods.
Cheap and First Class Stationery.
W. BREWER, Bookseller & Stationer,
22] Under Hongkong Hotel.

KELLY & WALSH, LIMITED.

Just Published: AN EXCURSION TO THE LOFOU MOUNTAINS, by F. S. A. Bourne, H.B.M. Vice-Consul, Canton.
A HISTORY OF HONGKONG, by Dr. Eitel.
Malay Sketches, by F. A. Swettenham.
Bessie Costrell, by Author of Robert Elsmere.
Letters from the Land of the Rising Sun—Palmer.
Prose Tales of Alexander Poushkin: Keane.
Beatrice, by Rider Haggard—Cheap Edition.
The Story of Christine Rochefort—Prince.
The Despotic Lady, by W. E. Norris.
Academy Pictures for 1895—Bound Volumes.
Pictures from Punch: Presentation Volumes.
Norman's Peoples and Politics of the Far East.
Handsomely Bound Editions of the Poets.
Hymns Ancient and Modern, with Music Neatly Bound.
The Prisoner of Zenda, by Anthony Hope.
Modern Dogs—Terriers: Published by "Field" Office.
Modern Dogs—Non-Sporting: Published by "Field" Office.
Fresh Supply Indian Clubs, Various Weights.
Religious Systems of China, Vols. 1 & 2.
Dog Chains and Leather Leaders.
KELLY & WALSH, LD. [21

A. S. WATSON & CO., LIMITED.

THE CERTIFICATES of TWO HUNDRED and FIFTY SHARES in this COMPANY numbered as follows:—
No. 580 for 100 Shares, numbered 10,731/10,830
" 581 " 100 " " 10,831/10,930
" 582 " 50 " " 10,931/10,980
standing in the Register in the name of BENITO LEGARDA, of MANILA, having been lost, Notice is hereby given that three New Certificates for the said Shares will be issued FOURTEEN DAYS hence, and that the Original Certificates, unless produced within that period, will thereafter be held by the Company as null and void.
A. H. MANCELL,
Secretary.
Hongkong, 12th August, 1895. [1663

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATE No. 1,157 for FIVE SHARES numbered 7,751 to 7,755, standing in the Register in the Name of WONG TAT HING, having been Declared LOST, Notice is hereby given that unless the said Certificate be produced on or before the 31st AUGUST, 1895, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.
By Order of the Board of Directors,
N. J. EDE,
Secretary.
Hongkong, 13th August, 1895. [1662

INTIMATIONS

BELL'S ASBESTOS EASTERN AGENCY, LD.
22, QUEEN'S ROAD CENTRAL.

BELL'S ASBESTOS CLOTH FOR FILTERS.

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

For Covering BOILERS, STEAM, HOT WATER, and FLUE PIPES, and all Surfaces from which it is necessary to prevent radiation of heat.
This Composition is—
UNEQUALLED as an Economiser of Fuel, frequently effecting a Saving of 30 to 40 per cent.
UNEQUALLED for Durability; being composed of Indestructible Materials, its non-conducting properties do not deteriorate.
UNEQUALLED in Point of Covering Capacity.
UNEQUALLED in Ease of Application.
An Ice-chest lined with ABOVE COMPOSITION WILL KEEP ICE THREE TIMES as long as when lined with Charcoal.
ESTIMATES given for Work finished Complete. [31a

NEW YORK LIFE INSURANCE CO.

ESTABLISHED 1845.
Gold
Cash Assets (30th June, 1894)...$155,453,423.73.
THE NEW ACCUMULATION POLICY.
A Policy with but a Single Condition, namely, the Payment of Premiums, and WITH NO RESTRICTIONS WHATEVER after the Policy is issued. It contains Special Privileges in respect of Payment of Premiums, Reinstatement, and Loans on Policies at 5% Interest.
Full Particulars on Application to
BIRLEY, DALRYMPLE & Co.,
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 15th February, 1895. [a1543

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favourably known all over the World.
This ancient House consign to us their well-known very old, and
A1 QUALITY COGNAC,
Distinguished by 4 STARS on the label.
Price $20.50 per 1 dozen bottles.
SUPERIOR OLD COGNAC,
Distinguished by 3 STARS on the label.
Price $19.00 per 1 dozen bottles.
VERY GOOD COGNAC,
Somewhat younger than the above.
Distinguished by 2 Stars on the label.
Price $15.00 per 1 dozen bottles.
"PALL MALL" WHISKY,
Eleven years old, very fine quality. Each bottle bears an analyst's certificate.
The quality is guaranteed.
Price $18.00 per 1 dozen bottles.
Well-matured HIGHLAND MALT WHISKY,
Blended by CUTLER, PALMER & Co. Moderate in price, excellent in quality.
Price $15.00 per 1 dozen bottles.
BRODIE & CO.'S FINE SCOTCH WHISKY,
In "Squat" Bottles.
Price $10.75 per 1 dozen bottles.
C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY
in Patented Bottles.
Price $9.50 per 1 dozen bottles.
GLENIFFER BLEND, SCOTCH WHISKY,
Moderately priced, good quality.
Price $8.75 per 1 dozen bottles.
INVALIDS' PORT,
This Wine is old, soft, and delicate.
We strongly recommend it.
Analysed and Certificated by Professor Cassall,
Price $18.00 per 1 dozen bottles.
DOURO PORT,
This is a fine quality wine of exceptionally good value.
Price $15.00 per 1 dozen bottles.
SHERRIES,
AMOROSO,
The Earl Miss's shipping.
Price $18.00 per 1 dozen bottles.
LA TORRE,
Price $15.00 per 1 dozen bottles.
Pure and natural Wine; a tonic.
WHITE SEAL SHERRY—Popular at the Club.
Dry, delicate, and of fine flavour.
Price $19.00 per 1 dozen bottles.
CLARETS
in Quarts and Pints.
CHATEAU MOUTON.
For a good after dinner Wine we recommend this.
Price $22.75 per 1 dozen bottles.
LAROSE.
This is a very attractive Claret, of good bouquet.
Price $17.00 per 1 dozen bottles.
MARGAUX-MEDOC.
A breakfast Claret.
Price $9.25 per 1 dozen bottles.
LIQUEUR,
BENEDICTINE, D.O.M.
Price $36.00 per 1 dozen bottles.
CUTLER, PALMER & Co.
Agents—SIEMSSEN & Co.,
28] HONGKONG

CUTLER, PALMER & CO.'S
PRICE $9.50 PER DOZEN NET.
"SPECIAL BLEND" WHISKY.
A Blend of Selected Distillations of the Finest Scotch Whiskies
Apply to
SIEMSSEN & Co., Hongkong. [495

CUTLER, PALMER & Co.
WINE SHIPPERS SINCE 1815
Who have consigned their Brands to our care for over half a century.
Apply to G. C. ANDERSON,
Messrs. JARDINE, MATHESON & Co.,
Hongkong,
28] And to their friends in Shanghai.

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 11th April, 1893. [1269

BONUS YEAR.

THE STANDARD
LIFE ASSURANCE COMPANY.
FUNDS, £3,000,000.
THE next Division of Profits will be as at 15th NOVEMBER, 1895, and "with profits" Policies taken out before that date will rank for one Year's Bonus.
Send for Prospectus and Proposal Forms.
DODWELL, CARLILL & Co.,
Agents.
Hongkong.
17th August, 1895. [a1378—1716

THE
EQUITABLE
LIFE ASSURANCE SOCIETY OF THE UNITED STATES.
IS the Largest and Strongest financial Institution of its kind in the World. Large numbers of its Tontine Policies are maturing year by year and they show LARGER DIVIDEND RETURNS to living policy holders than any other form of Assurance issued by ANY OTHER LIFE COMPANY.
CONDENSED STATEMENTS
FOR THE YEAR ENDING DECEMBER 31ST, 1893

Assets	£ 35,220,082
Liabilities	28,477,009
Surplus	6,743,073
Income	3,754,709
New Assurances, 1893	42,768,714
Out-standing Assurances	194,277,620
Paid to Policy-holders since Organisation	40,119,332

For illustrations of matured policies, or for all other information, apply to
SHEWAN & Co.,
General Agents.
Hongkong, 30th March, 1895. [a734

NOTICE.

THE Undersigned has been Appointed SOLE AGENT for WOOD & Co's well-known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1 lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.
GEO. P. LAMMERT,
DUDDELL STREET.
Hongkong, 20th April, 1895. [876

MR. CHADWICK T. KEW
(LATE OF POATE & NOBLE
HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, opposite A. TACK.
TEETH filled permanently, from $1.00 upwards
CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.
PLATES A SPECIALITY.
Hongkong, 15th March, 1895. [1289

HOTELS.

MOUNT AUSTIN HOTEL
1,400 feet above sea level.
Telegraphic Address, "Excelsior" Hongkong, A.B.C. Code. Telephone, No. 85.
This MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the Hill District, the air is delightfully cool and bracing, the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.
The CUISINE is under the personal superintendence of an experienced European Steward.
LAWN TENNIS.—Three Courts in splendid condition are kept for the use of Visitors.
TRAMWAY TICKETS are supplied to Residents and Visitors at the Hotel at reduced rates.
For further Particulars, apply at the OFFICE 38 and 40, QUEEN'S ROAD CENTRAL, or to
MOUNT AUSTIN HOTEL,
The Manager.
Hongkong, 12th August, 1895. [1698

CHEAP
and
EXCELLENT
LODGINGS
(from $30 a month)
at the
Hongkong Hotel.
Inspect them before you make arrangements elsewhere.
32

SHIPPING.

ARRIVALS.
Aug. 19, KWONG MO, British steamer, 177, W. Mahan, Amoy 17th August, General.—CHINESE.
Aug. 19, ARRATOON APCAR, British str., 1,319, J. E. Hansen, Calcutta 4th Aug., and Singapore 13th, General.—D. SASSOON, SONS, & Co.
Aug. 19, CHINA, German str., 1,114, T. Voss, Saigon 14th Aug., Rice.—MELCHERS & Co.
Aug. 19, BONNINGTON, British str., 1,331, W. D. Leighton, Moji 13th Aug., Coals.—DODWELL, CARLILL & Co.
Aug. 19, CHEANGCHEW, British str., 1,218, F. Webb, Kaugoon 3rd Aug., Penang 10th, and Singapore 13th, General.—CHINESE.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE,
19TH AUGUST.
Glencarn, British str., for Amoy.
Glenfruin, British str., for Singapore.
Bonnington, British str., for Canton.
Frejr, Danish str., for Hoihow.
Namoa, British str., for Swatow.
Taurus, Norw. str., for Saigon.
Kwongsang, British str., for Swatow.
Spondilis, British str., for Singapore.
Cassius, British str., for Canton.

DEPARTURES.
Aug. 15, TAISANG, British str., for Canton.
Aug. 19, FUSHUN, Chinese str., for Canton.
Aug. 19, GLENFRUIN, British str., for London.
Aug. 19, KWONGSANG, British str., for Swatow.
Aug. 19, LYEEMOON, German str., for Canton.
Aug. 19, PREUSSEN, German str., for Europe.
Aug. 19, YUPINSANG, British str., for Manila.

PASSENGERS.
ARRIVED.
Per *Arratoon Apcar*, str., from Calcutta, &c.—Mr. A. E. Morgan, and 370 Chinese.
DEPARTED.
Per *Chittagong*, str., for Portland (Or.)—Mr. Lens.
Per *Esmeralda*, str., for Manila.—Mr. John Hennen.

VISITORS AT HOTELS
HONGKONG HOTEL.
Mr. W. G. Allen
Mr. Sauermann
Mr. W. J. Carter
Mr. W. A. Duff
Dr. Graham
Mr. C. Harris
Mr. R. J. Hastings
Mr. A. Hein
Mr. J. Norman
Mr. J. J. Hoar
Mr. J. Kinghorn
Mr. W. Kramme
Mr. C. Mooney & family
Mr. Morton Jones
Mr. J. H. Martin
Mr. M. Marin
Capt. Palmer
Mr. W. Parfitt
Mr. A. Pattison
Mr. H. Playfair
Mr. A. H. Rennie
Mrs. J. S. Roach
Mr. Sarcheves
Mr. A. B. Stoltzoe
Mr. M. J. D. Stephens
Mr. S. Sugiyama
Mr. R. L. Thomas
Capt. Tillett
Mr. G. C. Turner
MOUNT AUSTIN HOTEL.
Mr. F. H. Armstrong
Mr. & Mrs. Arthur Anderson
Mr. H. Bostel
Mr. A. W. Brewin
Mr. Hart Buck
Dr. Cantlie
Mrs. Cantlie
Master Neil Cantlie
Mr. & Mrs. Charles Cohen
Mr. Henry Crawford
Mr. W. E. Crow
Mrs. A. J. David, children and governess
Miss Dick-Melbourne
Mr. & Mrs. F. J. Haver Droeze
Mr. D. Ezekiel
Mr. E. S. Ezekiel
Mr. A. Fuchs
Mr. Howard
Mr. Inchbald
Mr. R. S. Judah
Mr. & Mrs. Kirch & child
Dr. & Mrs. Knappe & family
Mr. & Mrs. V. A. C. Hawkins
Master Hawkins
Mr. & Mrs. J. Kramer and maid
Mr. & Mrs. Macbean children & nurse
Mrs. MacCarthy & child
Mr. C. Malech
Mr. D. McNeill
Mr. Louis Mandel
Mr. H. F. Meyrink
Mrs. Monteith
Mr. K. M. Moses
Mr. Rudloff
Mr. & Mrs. Ed. Osborne
Mrs. Palmer
Mr. H. E. Pollock
Mr & Mrs. Schgroh
Mr. & Mrs. Summers and child
Mr. H. E. Tomkins
Mrs. W. Von Uffel
Mr. & Mrs. Wadman
Mr. Wheeler

VESSELS IN DOCK.
ABERDEEN DOCKS.—
KOWLOON DOCKS.—Dentorex.
COSMOPOLITAN DOCK.—Chewshan.

TO-DAY
Dividend Warrants of the Hongkong and Whampoa Dock Co., Limited, payable at the Hongkong and Shanghai Banking Corporation.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

FROM OCTOBER 15TH 1894, UNTIL FURTHER NOTICE.

WEEK DAYS.
7.30 a.m. to 10.30 a.m. .....Every quarter of an hour.
11.30 a.m. to 12.30 p.m. .....Every half hour.
12.30 p.m. to 2.30 p.m. .....Every quarter of an hour.
2.30 p.m. to 6.00 p.m. .....Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. .....Every quarter of an hour.
3 p.m. to 6 p.m. .....Every quarter of an hour.
Night cars from 9 p.m. to 11.15 p.m. every half hour.
JOHN D. HUMBERTS & SON,
General Managers.
Hongkong, 13th October, 1894 [174

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORTGAGEES, and Others interested in House Property are informed that THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, are prepared to accept Risks against LOSS or DAMAGE by TYPHOONS at moderate Rates.
For Particulars, apply to
WILLIAM MACBEAN,
Local Manager, HONGKONG BRANCH,
Connaught House,
Queen's Road Central.
Hongkong, 2nd July, 1895. [1374

NOTICE.

MR. REGINALD ISBELL is prepared to give lessons in PIANO, ORGAN, SINGING, and THEORY.
MR. ISBELL has had several years' successful professional experience in England and the Australian Colonies and has made the Cultivation and Development of the Human Voice a Special Study.
SPECIAL TERMS for Families.
Evening Dances, Parties, and Socials provided with Selected Music on REASONABLE TERMS.
Arrangements for Lessons can be made by applying to—
MR. REGINALD ISBELL,
c/o Messrs. ROBINSON & Co.,
Connaught House.
Hongkong, 22nd July, 1895. [1506

SIAM TEAK TIMBER.

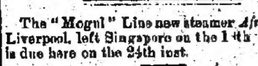
THE BORNEO COMPANY, LIMITED, BANGKOK.

ORDERS can be Booked and Rates Supplied on Application to the Undersigned for:—
TEAK SQUARES, PLANKS, SCANTLINGS, AND BOARDS.
PLANED, TONGUED, AND GROOVED TEAK BOARDS.
TEAK SHINGLES.
GIBB, LIVINGSTON & Co.
Hongkong, 17th July, 1895. [1433

BOMBAY BURMAH TRADING CORPORATION, LIMITED,
BANGKOK AND RANGOON.
TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.
PINEADOS RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & Co.
Hongkong, 3rd May, 1895. [972

NOW READY.

A. S. WATSON & CO., LIMITED.



VEGETABLE AND FLOWER

SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

with

HINTS FOR GARDENING

have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised, to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packets scorned from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each ... $1.75.
" " 28 lbs. " ... $4.50.
Directions for use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS.

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
Established A.D. 1841.
Hongkong, 12th August, 1895. [20

NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have appeared in other papers first will be inserted.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only Supplied for Cash.

Telegraphic Address *Press*.
P. O. Box 20. Telephone No. 12.

The Daily Press.

HONGKONG, AUGUST 20TH, 1895.

It may be accepted as a sign of the marked interest with which the Spanish Government regard the acquisition of Formosa by Japan that the Spanish Minister in Tokyo should have telegraphed to Madrid the fact that a protocol has been concluded between China and Japan in which the limit of Formosa is recognised as the centre of the Bashee Channel, without pretensions to the islands to the south and south-east. The islands to the south of the Bashee Channel, including the Bashee Islands, form the province of Batanes in the Philippines, and this consists principally of the Batan group. It will be seen therefore that the Spanish Government had good-ne of the boundaries of Formosa as taken over by Japan. At a moment when a serious civil war is raging in Cuba, the Pearl of the Antilles, which is taxing all the energies of Spain to suppress, it is only natural that she should regard with some anxiety the prospects for the future of the Philippines, her most valuable colonial possession. This magnificent group, which consists of 408 islands exclusive of rocks and uninhabited islets, contains an area of 113,400 square miles, and possesses landlocked waters, furnishing unrivalled facilities for interior communication, of almost equal superficies. The land everywhere is abundantly watered, abounding in rivers and lakes, and in almost every portion is of surpassing fertility. Its productions are of the most varied description, and but for the apathy of the inhabitants it would surpass in wealth any country in Asia. It was won for Spain almost entirely by the efforts of the priests, who have not only civilised and humanised the natives, but have brought a large share of the civil administration of the islands under the rule of the Church. This has probably been an advantage in the past, but the times have changed and the conditions call for some relaxation of rules and customs that press with great rigour on trade and effectually restrict all commercial enterprise. The time is coming when Spain will have to justify her *raison d'être* in the Philippines, and the sooner this fact is recognised the better for Spanish interests. With a vigorous and progressive neighbour like Japan, separated by only 175 miles of sea, it will not do for the Spaniards to go to sleep in the drowsy atmosphere of Luzon. They will need to bring their customs regulations into harmony with those of civilised states, and they will do well to set to work to make roads and railways in the islands. The fact that, after more than three centuries of Spanish occupation, much of the archipelago remains to be explored and not a little to be subdued, is a sad commentary on the laxity of the Spaniards and their failure to perform their duty as administrators. The islands of Mindanao and Palawan are still almost unknown to their nominal rulers and many of the coasts have been very imperfectly surveyed. Perhaps the near vicinity of a growing maritime Power on their northern boundary may arouse the indolent Spaniard to greater activity in the future.

The "Mogul" Line new steamer *Afrid*, from Liverpool, left Singapore on the 14th inst., and is due here on the 24th inst.

The C. P. steamer *Empress of China* arrived at Nagasaki at 6 a.m. yesterday and left at 4.30 p.m. for Kobe, Yokohama, and Vancouver.

The C. P. steamer *Empress of India* arrived at Yokohama from Vancouver at 6 a.m. yesterday and left again at 4 p.m. for Hongkong via Kobe, Nagasaki, and Shanghai.

A private letter of the 1st of August from Chungking mentions, says the *N. C. Daily News*, that Mr. Davis, of the China Inland Mission at Wanhsien (on the Yangtse, below Chungking), had been badly beaten. The local mandarin refused to give either of the missionaries there an audience, and was encouraging a riot. But Mr. Tratman had an interview with the Taotai at Chungking, on receipt of the news, and the result was that the Taotai sent such instructions by wire as brought the Wanhsien official to his senses. The examinations are in full swing at Chungking just now, but the officials are watchful and everything is quiet.

The best value that a rare Perak stamp has realised in this country, says the *Perak Pioneer* (excepting the old Crescent and Star stamp), was the sum of $200, for which twelve S.S. two cent stamps (rose), surcharged "Perak" in error, were sold a few days ago. The stamps were the property of Mr. Kriekenbeek, of the Audit Office, from whom they have now been purchased by an enthusiastic collector in Kinta. Each stamp has been affixed to a separate sheet of paper, which bears a declaration made before a Justice of the Peace as to the genuineness of the stamp. It appears Mr. Kriekenbeek's attention was first drawn to these stamps when he was engaged in auditing the accounts of the Taiping Post Office some four years ago. As only one stamp in each sheet of sixty contained the misprint, which was rectified as soon as the error was detected, these stamps are exceedingly rare. The twelve stamps which have now realised $200 cost twenty-four cents originally. Who would not be a stamp collector?

Despatches received from Peking by the Shanghai mandarins report, says the *N. C. Daily News*, that at the special recommendation of the Viceroy Chang, the Emperor will appoint Mr. Yung Wing, M.A. of Yale University, U.S.A., and a first-class expectant Taotai of Kiangsu, to be the organising director of the railway to be built between Chinkiang and Peking. Mr. Yung Wing is about sixty-eight years of age and a native of Hsiangshan (near Macao). Kwangtung, but became a naturalised American citizen soon after graduating from Yale University in the fifties. After successfully launching the China Educational Mission to the United States, Mr. Yung Wing became for several years deputy Chinese Minister at Washington during the seventies, and has been for the most part residing in Hartford, Connecticut, U.S.A., but came to China a couple of months ago in obedience to a special edict of the Emperor. Mr. Yung Wing is now at Nanking.

Writing on the visit of British men-of-war to Tangier the *Singapore Free Press* says:—Lord Salisbury has done well to see that the French ships of war that have made their appearance at Tangier will not have an opportunity of "Foochowing" that enormously important seaport. Accordingly a small squadron of observation has been detached from the British Mediterranean squadron, who will exercise that moral restraint that is so necessary to prevent the doubtful designs France has been credited with recently regarding Tangier from being carried into effect by surprise. The truth is that it is fully recognised that, from the point of view of naval strategy, Tangier is a point of greater importance than even Gibraltar, the latter naval fortress, as to its roadstead, being easily overlooked from the Spanish side. This means much in these days of long range fire. Whoever is to hold Tangier in the future, it is of immediate moment that no possible *coup de main* puts it into possibly hostile hands. Hence the precautionary move telegraphed to-day.

The *Magazine of Art* for July (Cassell & Co.) contains a continuation of the editor's description of the Royal Academy, the first of a series of articles on "The place of sculpture in daily life," by Edmund Gosse, a description by Miss M. Hepworth-Dixon of the "Fair Children" exhibition at the Grafton Gallery, a very interesting article on Act-Drops by W. Telbin, and several other articles on art subjects, together with the usual monthly chronicle. The illustrations are of the high order we are accustomed to look for in this popular magazine. In *Cassell's Family Magazine* the opening article is entitled "Do boys go to sea?" by F. M. Holmes. The answer to the question is in the negative, and the reason given is lack of opportunity, for owners will not carry boys. Mr. Holmes advocates a revival of the apprenticeship system in some suitable and efficient form, or the substitution of some plan (such as an extension of the training-ship system) answering to the technical schools and engineering shops on shore, by which boys can learn the rudiments of their craft. In "The cheaper city" Miss E. L. Banks compares the cost of living in London and New York; the conclusion arrived at being that money goes quite as far in the latter as in the former. There are several other articles of a light and entertaining description and a rich store of fiction. For Sunday, and general reading,

As stated in the supplement to last week's issue, says the *Nagasaki Express* of the 7th, the *Helene Riekmers* was got off and came in to the Mitsu Bishi dock here, severely damaged. In point of fact her whole bottom, from about 36 feet from either end, is one mass of corrugations, and it speaks wonders for the makers of her plates that these latter stood what they doubtless have. On her port side, that which was on the landward side when she grounded, the steel plates are dinted in to a distance of some 12 inches in many places, and generally resemble a corrugated iron roof. On the starboard side things are not quite so bad, although they are bad enough there, some of the plates having been forced in about eight inches out of their general level. Rivets have been wrenched out in all directions and it speaks volumes for her builders, on the Clyde, that she did not go to pieces altogether. Amidships, right under her engines, her keel has a space in it like a bow, about 15 feet in length and, at its greatest height, about six inches above the level of the bow or stern. The fact of her having two skins was undoubtedly what saved her from total destruction. Great credit is due to the Mitsu Bishi Company for the manner in which they got her off. A few years ago the case of a vessel ashore in Japan was considered almost hopeless by European underwriters. Now, however, things have greatly altered and a better opinion of matters here will be undoubtedly formed.

Considerable development has of late been going on at Cape St. James, where a small town is springing into existence, for the accommodation of visitors from Saigon, who go there for sea bathing and change of air. One of the Saigon papers, the *Courrier*, in a recent issue urges the construction of a jetty and the execution of works to form a small harbour where the native draft craft find safe anchorage in all weathers. In concluding the article our contemporary says:—Hitherto we have spoken only of a small part the cost of which would be small as compared with its usefulness, and for the moment, we confine ourselves to that. But it is permissible to look further ahead and take a wider view. The day will come when the piercing of the isthmus of Malacca will again be taken into consideration. The work is regarded as utopian only by the English, terrified at the idea of seeing Singapore ruined. When that time arrives, seeing that all vessels proceeding to the Far East, whatever their route, will have to make the Cape St. James light, we will be obliged to proceed with the creation of a great deep water harbour. The steamers will come there to fill their bunkers with Tonkin coal, the sailing vessels to take in water, and thus we will be able to turn to our profit an important commercial current, which otherwise, notwithstanding the loss of time, would be diverted to Touron. All this is very fine, we fancy we hear some one say, but it would cost millions. That does not disconcert us, hoping as we do that when the time arrives Cochin-China will be able to raise a loan and to profit by it.

There were 1,653 visitors to the City Hall Museum last week, of whom 143 were Europeans.

The steamer *Glenshiel*, from London and Straits, left Singapore for this port on Saturday evening, the 17th inst.

The P. & O. mail steamer *Bengal* left Singapore yesterday afternoon and may be expected here at daylight on Saturday, the 24th instant.

The inquest on the coolie who was killed at the Central Market was concluded yesterday by Hon. H. E. Wodehouse. It was alleged that Constable Macdonald, while he had a prisoner in custody, kicked the deceased down the market steps and inflicted fatal injuries. As a matter of fact the constable said that the distance from where he was to the point where the man fell was fifty-two feet. The Magistrate returned the following finding:—"The deceased died from injuries sustained by a fall resulting in fracture of the skull, such fall taking place down the steps of the Central Market, leading into Jubilee Street, there being no sufficient evidence to show what led to the fall."

LATEST TELEGRAMS.

[FROM THE "ASIAN."]

RESULT OF THE STEWARDS' CUP AT GOODWOOD.

THE STEWARDS' CUP, value 300 sovs., part in specie, added to a handicap sweepstakes of 10 sovs. each, h. ft.; winners of a handicap after the publication of the weights, 4lbs., of one value 200 sovs. 7lbs.; of one value 500 sovs 10lbs. extra; the second to receive 50 sovs. out of the stakes. Entrance 3 sovs. T. Y. C. (6 furlongs.)

LONDON, Tuesday, 30th July.

Mr. Bassot's c. f. Wise Virgin, by Wisdom—Elizabeth, 3 years .....(R. Toon) 1
Mr. W. Newton's ch. c. Undecided, by Royal Hampton or Harpendon—Bonnie Rosette, 4 years .....(F. Allsopp) 2
Baron de Rothschild's bl. h. Amandier, by Laveret—Aveline, aged .....(F. Finlay) 3
(Winner trained by W. T. Robinson, Newmarket.)
Betting:—5 to 1 against Undecided.
10 to 1 " Amandier.
100 to 8 " Wise Virgin.
Won by a short head; two lengths between second and third.

RESULT OF THE GOODWOOD STAKES.

The Goodwood Stakes (handicap) of 20 sovs. each, 10ft. and only 5 if declared, with 300 sovs. added; winners of any handicap subsequent to the declaration of the weights or any race value 500 sovs. 7lbs.; of any two handicaps or any race value 1,000 sovs, 10lbs. extra; the second to receive 50 sovs. Two miles and a half. (23 subs.)

LONDON, 31st July.

Capt. Machell's b. c. Campanajo, by Isonomy—Evening Chimes, 3 yrs.....(Ward) 1
Lord Derby's b. c. Oleander, by Isonomy—Guelder Rose, 3 yrs.....(Newman) 2
Mr. E. Ronner's ch. h. Merrywise, by Wisdom—Gaiety, 5 yrs.....(O. Madden) 3
(Winner trained by J. Jewitt, Newmarket.)
Betting:—9 to 4 against Merrywise.
6 to 1 " Campanajo.
100 to 8 " Oleander.
Won by four lengths; same between second and third.

RESULT OF THE GOODWOOD CUP.

The GOODWOOD CUP, value 300 sovs. (part in specie), added to a sweepstakes of 20 sovs. each, h. ft. (half the sweepstakes to go to the second); three-year-olds 7st. 7lbs., four 8st. 12lbs., five and upwards 9st. 2lbs.; mares and geldings allowed 3lbs.; pure Barbs, Turkish, and Arabian horses allowed 28lbs.; horses foaled in the British Colonies or Dependencies allowed 7lbs., if they have not won in England; winners of races of a mile or upwards value 1,000 sovs. 3lbs., 2,000 sovs. 6lbs., of the Ascot Vase, Alexandra Plate, or Doncaster Cup 8lbs., twice of 2,000 or once of 4,000 or of the Ascot or Jockey Club Cups 12lbs. extra; four years-olds and upwards which have never won a race value 500 sovs. allowed 10lbs., unless the winner of a Goodwood Cup; maiden three-year-olds allowed 7lbs., four and upwards 21lbs. Two miles and a half. (20 subs.) Sealed nominations to be opened after the Newmarket First July Meeting.

LONDON, Thursday, 1st August.

H.R.H. The Prince of Wales' b. or br. c. Florizel II., by St. Simon—Perdita, 4 years .....(J. Watts) 1
Lord Penrhyn's ch. h. Thessalian, by Wisdom—Prickles, 6 years.....(M. Cannon) 2
(Winner trained by R. Marsh, Newmarket.)
Betting:—100 to 9 on Florizel II.
Won by eight lengths.

HONGKONG RIFLE ASSOCIATION.

There was a large attendance on Saturday to compete for the Short Range Cup, which was won by Mr. Henderson. The spoons were won by Mr. Rutter, Mr. White, Mr. McDonald, Mr. McPhail, Surgeon-Captain Beveridge, and Sapper Lawson, R.E. The following were the best scores:—

	200 yds.	300 yds.	H'cap points:	Total.
J. Henderson	29	27	12	68
R. Rutter	30	25	12	67
G. White	28	24	14	66
D. McDonald	33	26	6	64
H. McPhail	33	24	12	64
Surgeon-Capt. Beveridge	29	20	15	64
Sapper Lawson, R.E.	32	27	4	63
C. M. Firth	30	23	10	63
Lieut. Close, R.E.	27	24	10	61
Mr. Stewart	27	27	6	60

THE SITUATION IN SOUTH FORMOSA.

[FROM OUR CORRESPONDENT.]

Anping, 16th August.

Perfect tranquillity continues to be the order of the day, but the prospects of trade are not encouraging, owing to the uncertainty of the future and the difficulty of establishing a cash system, upon which basis alone is business now possible.

H.M.S. *Redbreast* left for Amoy yesterday, and the port is now without protection, which speaks well for the confidence placed in Liu. The community would feel perfectly content to be without a guard were they sure that the British fleet were actively engaged in obtaining redress for the cruel massacre near Foochow, news of which reached this by the *Thales*.

A private letter from a resident in Anping was received in Hongkong yesterday. It stated that the Japanese army was within fifteen miles of Anping. The journey before the soldiers, who number five thousand, was very rough and hilly and therefore they would not arrive in Anping for four or five days. Four thousand rebels were preparing to resist to the utmost the entrance of the Japanese into Anping, and heavy fighting was expected.

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

The half yearly meeting of the shareholders of the Hongkong and Whampoa Dock Company, Limited, was held at the offices, Praya Central, yesterday afternoon. Mr. G. B. Dodwell presided, and there were also present—Hon. J. J. Bell-Irving, Messrs. J. Kramer, S. C. Michaelsen, N. A. Siebs, J. S. van Buren (Directors), E. Cooke (Acting General Manager), T. Rose (Assistant Secretary), C. A. Tomes, R. Mitchell, C. Tomlin, Fullerton Henderson, E. Georg, J. McCallum, P. Loiric, C. S. Sharp, Hart Buck, and S. L. Darby.

The Assistant Secretary read the notice convening the meeting.

The CHAIRMAN—Gentlemen, the report and accounts have been in your hands for some time past, and with your permission I will take them as read. Just two years ago the chairman congratulated you on the good results then placed before you, which had up to that time only once been exceeded. This half year, however, gentlemen, is the record half year of the Dock Company since its formation, and it affords your directors much pleasure in placing before you the very satisfactory result shown by the present accounts. A very large amount of work has been done, and at times the resources of the Company have been tested to their utmost, but owing to the extension and improvements of our docks and plant, which have been made from time to time, we have been able to attain the present position, whilst at the same time we have we hope and believe, given good satisfaction to our customers. At the last meeting the chairman mentioned his doubt as to what effect the war then raging between China and Japan would have upon our Company; well, gentlemen, the dock in Japan was so continuously required for the war vessels and transports of that country that a great deal of general docking business was thrown in our way, and some heavy jobs, notably the *Ivane*, the *City of Rio de Janeiro*, and the *Riverdale*, came into our hands. We are undoubtedly indebted to the war between China and Japan in a considerable measure for our present handsome earnings. The profit available for appropriation is $323,113.89. We propose to pay a dividend of 7 per cent. which will absorb $109,375, to pay a bonus of $100 to contributing shareholders, to write off from the Kowloon Docks $85,985.40; from the Cosmopolitan Docks $11,058.88 and from the *Rama* $5,453.71, and then carry forward to the new account a balance of $35,230.40. It may be said by some shareholders that we ought to pay a larger dividend than is now proposed. I would remind you gentlemen, as you have been reminded from time to time by my predecessors, that as long as our position compels us to borrow locally to any large extent your directors do not deem it to be a wise or a sound policy to increase the dividend. I am happy to say that during the half year we have succeeded in reducing these local loans from $360,400 to $195,400, and we are hopeful that before we again meet you we shall be able to advise that we have still further reduced this item in our books. Then again I would mention to those who may grumble at the present dividend that our business is of a most fluctuating character, that we cannot overlook the heavy depreciation constantly taking place with such property and running machinery as we possess, and, however well kept up it may be, additions will be constantly required if we are to be in a position to undertake the business offering from time to time. During the last six months the lengthening of the No. 3 dock at Kowloon from 230 feet to 261 feet has been completed, and the No. 2 dock has been lengthened from 330 to 371 feet; though this latter work is not yet finished it is sufficiently far advanced for us to use the dock for its entire length, and at Cosmopolitan Docks the new machine shop which was badly needed is nearly completed. We find that to meet the increased demands and the heavier work now coming to the East many improvements and additions will be necessary, some of which we must face very shortly. At Kowloon docks a new blacksmiths' shop and forge must be built, and the machine and the coppersmiths' shops must be enlarged, and more modern appliances procured for them in order to facilitate and cheapen as much as possible the cost of work. Past experience has taught us that the more facilities we have for doing work the more work comes to us, and that by having the latest improvements in machinery and tools we have been able to do this work quickly and to make good profits, notwithstanding the increased cost to us (caused through the low level of exchange) of imported materials. Owing to the heavy pressure of work at times on our other establishments our docks at Aberdeen have been employed considerably more than usual, and it is a satisfaction to the directors to find that their policy in keeping these docks open and in working order has now resulted in a profit on the working at Aberdeen of some $18,000 during the six months under review. The old quarters for the staff at Kowloon have been found uncomfortable, owing to their close proximity to the machine shops. It is hardly necessary for me to say that men who are working hard all day require a good rest at night; we find that so much night work has inevitably to be done in the machine shops that our staff have suffered much inconvenience, and we have consequently commenced building new quarters on the Company's vacant land to the west of the shops. I should mention also that the contemplated extension of the blacksmiths' shop and forge would have compelled us in any case to remove the present quarters of the staff. You will be glad to know, gentlemen, that we have at the credit of the Admiralty loan exchange adjustment account an amount of $8,401.14, the difference between 2/- and 2/1⅛ exchange; in the present uncertainty of exchange the directors deem it best to follow the precedent established in a previous instance and to carry forward this sum. Material on hand still stands at a very heavy amount; this matter has had our serious attention with the object of reducing the stock we carry, but it will always be necessary, if we are to work a large business efficiently, to have a good supply of all the most needed materials. Before closing my remarks, gentlemen, I would like to call your attention to the good work that has been done by our staff; frequently it has been day and night work for them, but their services have been readily and ungrudgingly given. It is mainly owing to their hearty co-operation that the present good results have been attained, and the directors desire to record their appreciation of the excellent work done by the staff. Our Secretary, Mr. Gillies, was granted a year's holiday, and left us in May last; to fill the temporary vacancy thus caused we have appointed Mr. R. Cooke, Acting General Manager, and, in order that Mr. Cooke should be relieved of most of the clerical work and have more time to devote to the management of our business, we have appointed Mr. T. F. Rose Acting Secretary. Before proposing the adoption of the report and the passing of the accounts I shall be happy to answer to the best of my ability any questions that you may desire to ask.

Mr. GEORG—I have listened with very great interest to the *exposé* of the financial position of the Company. I think every shareholder ought to be very well satisfied with the statements made and very pleased that the Company is in a sound and good position. At the same time the dividend which it is proposed to pay at the present moment is only 7 per cent. In view of the good business which I believe is in the hands of the Company the directors might, I think, recommend a higher dividend, seeing up the reports since 1892 and I find that since that time $1,550,000 has been written off property and plant; and when the writings off as recommended in this report have been effected our property will stand at the very low figure of $1,40),000. That amount is far below the real value. The item, sundry creditors, has been reduced by $200,000 during the half year, and with a rate of ordinary good luck we might see this account disappear altogether, a higher dividend paid, and a reserve fund started to form the nucleus of a fund should it be necessary to increase our establishment by the erection of a new Admiralty dock, about which the Company has been approached by the authorities. I only hope that at the end of the next half year we shall have another good report and a higher dividend. Naturally good reports create a demand for shares, which have gone up to 110 and 111 per cent. premium. Amongst the number of investors there is an ever-growing class of small investors who, owing to the high dollar value of the present shares, cannot afford to invest in a marketable quantity. On their behalf I would submit to the directors the propriety of subdividing the present shares of each $125 paid up into five shares of $25 paid up. The new share would at the present rate be worth over $50 and would be within easy reach of small investors. This is not the place or time to make a formal proposition to that effect, and I do not press for an immediate expression of opinion, but I hope the directors at the next meeting of the Board will take my remarks into their favourable consideration, and if they agree with the propriety of sub-dividing the shares to take the necessary steps at once.

The CHAIRMAN—In reply to Mr. Georg I would remind him that the writings off have been very carefully considered. The property is still at a very high price and the one thing we must bear in mind is the possibility of opposition. We believe ourselves that we have written the property down to a safe value; if opposition came we might have to ask the shareholders to write it down still further. The property as docks and workshops is worth a great deal more than it stands at in our books, but if we had opposition we should be in a very different position. With regard to the dividend at present we do not feel justified in recommending a higher rate. It is impossible to say what we shall be able to do at our next meeting, but everything depends on the results of our half yearly working. At present I am glad to record that July has been a very fair month and there seems to be good work coming to us. If we only get what we hope and expect we will be able to pay a higher dividend at our next meeting. (Applause.) Mr. Georg's remarks about sub-dividing the shares have our attention and they will be carefully considered. As regards the new Admiralty Dock, about which there are various rumours, I would mention that nothing but preliminary negotiations have so far passed—nothing that we could in any way convey to shareholders at present. If there are no more questions to be asked I propose the adoption of the report and passing of the accounts.

Mr. SHARP—I have much pleasure in seconding that. I think every shareholder must congratulate the Board upon being able to produce such a very satisfactory statement. In regard to the dividend it must be the opinion of all the shareholders having the real prosperity of the Company at heart that fancy dividends should not be paid, but we must be content with a fair dividend until things look better and the Company's position improves.

Carried.

The CHAIRMAN—That concludes the business of the meeting and I thank you for your attendance. Dividend warrants will be ready to-morrow morning.

SUPREME COURT.

19th August.

IN CRIMINAL SESSIONS.

BEFORE SIR FIELDING CLARKE
(CHIEF JUSTICE.)

DISCHARGED BY PROCLAMATION.

The Attorney General (Hon. W. Meigh Goodman) mentioned the case of A. de Souza, who was charged with uttering counterfeit coin. New information had been filed and he proposed that the man be discharged by proclamation.

His Lordship consented and SOUZA was discharged.

EXEMPLARY PUNISHMENT.

Leung Sai Mau and Chun Tak were charged with bringing a *wife*, 22 years of age, into the colony for the purpose of prostitution. The two prisoners together with Ko Ng and U Sam, were also indicted for harbouring the girl for the purpose of prostitution.

The prisoners pleaded not guilty.

The Attorney-General (Hon. W. M. Goodman) prosecuted, and Mr. D. McNeill (instructed by Mr. Reed) defended the first prisoner.

The following were empanelled as jurors—Messrs. R. C. Edwards, J. Allan, F. J. R. Schwarzkopf, R. E. Koshevar, H. S. Cooke, C. D. Dansenburg, and Chow Dart Tong.

The Attorney-General said the prisoners were indicted under an Ordinance passed in 1889 for the protection of women and children. It was alleged that the first two prisoners brought the girl into the colony for the purpose of prostitution, and that the four of them harboured her with intention to sell her as a prostitute. She was about 22 years of age and lived as a village near Hoihow, Hainan, and she was a widow. The second defendant, a woman, went and saw her and suggested that as she was in a state of poverty she had better go to Hongkong, where she could get a husband. She consented to go and the first two prisoners brought her here and took her to 82, Hollywood Road. The room in which she was was rented by the fourth defendant and the third defendant took charge of her. She was afterwards taken to a house in Wellington Street. At both places she was shown, as any animals of a lower grade might be, for the purpose of being sold. She was told that she was too ugly to be the wife of anybody and that she must become a prostitute. An offer was made for her, but the sum was not considered sufficient. Subsequently the police received information and they arrested the whole of the defendants. The girl was detained in the house from the 7th to the 17th July.

While the evidence was being given the fourth prisoner was discharged by direction of his Lordship, as there was no evidence against him.

Mr. McNeill submitted that no intent had been shown on the part of the first prisoner.

The jury found the first prisoner not guilty, and he was discharged. The second prisoner was found guilty on both counts and she was sent to gaol for eighteen months. The third prisoner was also found guilty and he was sentenced to six months' imprisonment.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

5th August.

Our most striking news this week is the outbreak of cholera, which threatens us from two sides, the native city and the shipping from Chefoo. The weather is abnormally cool and dry, and the mere fact that it is so is credited unreasonably as the cause of the epidemic. There is a form of the disease differing a little from sporadic black cholera which is endemic to Tientsin native city. It is quite as fatal to the natives as its virulent cousin. Their careless dietetics and conditions of life render them peculiarly susceptible to its attacks. Europeans on the other hand by very simple precautions can easily escape it. Abstinence from water which has not been boiled and filtered, from unsound fruit and especially from melons, and great care in the presence of diarrhœic symptoms and in the conditions of sleep give certain immunity. The Chefoo variety is black cholera; it has broken out in two of the Russian gunboats and in the crews of some of the coasting steamers.

Sir Nicholas O'Conor is expected in Tientsin immediately en route for Chefoo. With him will come the tag end of the Legation guard. The Minister is of opinion that the guard may now be dispensed with. Advantage will be taken of Sir Nicholas's presence to discuss some of the Land Regulations and Municipal questions which tend to hinder the expansion of the port and to limit trade facilities. It is hoped that a solution will now be found to the vexatious question of effecting permanent improvements by loans. At present the Municipality are doing all their "bunding" and "wharfing" out of income, a policy which involves present work and inefficiency.

Municipal affairs are attracting a good deal of attention just now, the present Council having very liberal and advanced views in municipal socialism. They are moving in the direction of a Public Recreation Ground and educational facilities for the foreign children.

The "German Concession" movement goes on apace. The Chinese inhabitants of the proposed area have to-day received verbal notice of compulsory sale in two months. The result was a great flutter in the native breeches. There is still some doubt as to the exact locality, some thinking that it is co-terminous and continuous with the British concession, others that a gap of about three furlongs intervenes. The gap was once proposed as an American concession, and, on dit, is to be passed over so as not to hurt certain susceptibilities.

If the Americans are not going to take it up, it will be a pity to refuse it to Germany. The extension of the foreign settlement greatly concerns public hygiene, to say nothing of trading facilities.

A Japanese concession is the next move. Its exact location is a matter of present discussion. As a result of the war Tientsin is distinctly on the "boom."

Viceregal affairs are exactly where they were. There are two kings in Brentford, and sons of the ills and follies of a double rule. Still the idea gains ground that Li Hung-chang will return to power. Foreigners up here, who have the chance of gauging the relative ability and uprightness of Chinese officials, have a very decided preference for Li. They do not endorse the view of the Southern foreign press, but regard him still as immeasurably the best man in China for dealing with the outside world. A diplomatic enormity such as the late agreement with Russia would not have been run through so cleverly by Count Cassini had Li been at the helm.

Our last distinguished visitor was the Hon. T. H. Whitehead, from Hongkong; he is now to Peking.

It appears that the camel's endurance of thirst is much surpassed by that of some other animals. Mr. S. at, Gorman, of Cambridge, Mass., has pointed out that a number of small rodents inhabiting the arid plains near the Rocky Mountains live for months at a time without even a single drop of water. The sand is torrid, the vegetation is burned up, yet these creatures survive. The observation has been confirmed by experiment, common mice having been kept in cages entirely unsupplied with water or other liquid from October 1 last to January 17, without seeming to suffer inconvenience. Their food during this long period was perfectly dry, such as Indian corn and grass seeds.

THE TYPHOON OF 18TH AUG.

The following description of the typhoon of last month appears with [illegible] observations in the *Gazette*:—

On the 25th July a trough-like area of depression was formed across the China Sea between 17° and 19° lat. as a result of a considerable increase of pressure which had taken place over S. China between the 24th and 25th. Between the 26th and 27th a cyclonic depression, which was perhaps central in lat. 11°, 118° at noon on the latter day, may have been formed in the eastern part of the trough; but in the absence of observations from S. Formosa or from vessels in the adjacent waters this is uncertain.

The information for the 27th shows that a rather rapid decrease of pressure was in progress on the the S.E. coast of China, winds there being light, chiefly from a S. direction, and the weather fine, hot and dry. At Bolinao the barometer was rising and moderate S.W. and S. winds prevailed accompanied by wet weather. At 8 p.m. on this day we have the following observations:—Amoy 29.64, S.S.E. 3, b; Swatow 29.65, S.S.W. 1, c; Hongkong 29.67, W. 1, c; Bolinao 29.78, S. 2, o. The only vessel reporting bad weather on this day was the ship *Paramita*, which experienced a strong W. gale in 16° 9', 116° 24'. Unfortunately barometric observations were not recorded.

The bark *Geo. F. Manson* began to feel the effects of the advancing typhoon at midnight of the 27th. The vessel was situated in 18° 57', 114° 18' at this hour when the wind suddenly sprang up and blew with the force of a strong breeze from N.N.W. The barometer read 29.60 (uncorrected) and the mercury was falling fast. The vessel was steering on a N. course, bound for Hongkong, with the wind gradually backing towards W. and increasing steadily in force. When they discovered that the vessel was in the left-hand semicircle they decided to run the vessel as nearly as possible to course, so as to lose no time; but considering that the barometer continued to fall rapidly with the wind increasing in force, this manœuvre was a dangerous one and they barely escaped running into the centre, for at 2 p.m. on the 28th, the vessel being in 20° 15', 114° 14', the barometer had fallen to its minimum 29.10 (uncorrected) and the wind was of storm force from W. by S. The ship *Alcede* was situated a few miles to the E. and S. of Hongkong when at 2 a.m. on the 28th the barometer, 29.71, began to fall rapidly and at the same time the wind, which had been light and variable, suddenly freshened from E.N.E. The weather was equally and threatening and lightning was observed in the E. and S.W. The vessel was on the port tack heading S.E. by E., in the right-hand semicircle, but as they had no sea room this could not be avoided. Sail was taken in as required and at noon in 21° 48' 114° 38' she was lying-to under a storm trysail, heading S. and making seven points leeway, the wind being after a gale from E.S.E. and the barometer standing at 29.22. Between 1 p.m. and 2 p.m. the barometer was at its lowest point, 29.20, with the wind at S.S. by E., and the vessel was drifting dead before the wind at about 2½ knots per hour. After 3 p.m. the wind commenced to decrease in force with rising barometer.

At midnight on the 27th the centre may have been in about 20°, 118° and at noon on the 28th it was situated midway between these two vessels and in 21° 00', 114° 30'. At 3 p.m. it passed about 40 miles to the south of Gap Rock, the barometric minimum, 29.24, occurring there at this hour, with the wind a strong N.E. veering gale. At Hongkong the lowest barometer reading, 29.45, was recorded near 3 p.m., and the highest hourly wind velocity registered by the anemograph was 53 miles at 2 p.m. and 3 p.m., the direction being N.E. by E.

Of other vessels the steamships *Taicheong*, *Dewawongse* and the Austrian frigate *Aurora* were all situated in the left-hand front quadrant on the morning of the 28th. The *Taicheong* was situated in 19° 59', 113° 50' at noon. At 7 a.m. they had the wind increasing from N.W. with falling barometer, and they suspected that a typhoon was situated to the S.E. of the vessel. At 9 a.m. they therefore rightly ran to the southward. At noon they had a strong W. backing gale, but at 3 p.m. they steered N. again as the barometer had commenced rising, with the wind steadily backing towards S. The *Dewawongse* was situated in 19° 30', 112° 16' at noon and steering N. 31° E. The barometer, 29.61, was falling and the wind a fresh breeze from N.W. At 2.50 p.m. the vessel was very properly turned round and steered S. 23° E., the barometer having fallen to 29.54 with the wind a moderate N.W. gale. They had the wind backing to S.W., a fresh breeze, during the afternoon with the barometer rising slowly after 5 p.m. They steered N. 17° E. at 10 p.m., but as the wind increased to a moderate gale accompanied by fierce squalls from S. and S.W. and the barometer had a falling tendency, they again turned the ship's head to the southward and waited till the barometer rose decidedly. The Austrian frigate *Aurora* was situated in 19° 8', 113° 38' at 11 a.m. During the morning hours moderate to strong N.W. and W. breezes were experienced accompanied by constant rain. The wind backed slowly towards S.W. and the barometer fell to its minimum, 29.53, at 3 p.m., at which hour the wind was from W.S.W., of the force of a fresh breeze. At 3.15 p.m. a distinct band of peculiarly disturbed sea was observed to be approaching the vessel from S.S.E. It stretched from N.W. to S.S.E. and was between 300 and 400 yards in width. It passed the ship in a few minutes, at the rate of about six miles per hour, moving towards W.S.W. The sea was pyramidal in this area, the tops frequently bursting and throwing up the spray to a height of about six feet with a sound as though the vessel was lying in violently boiling water. Rain fell heavily and a rough sea prevailed, but after its passage the sea calmed down considerably.

At this time the centre was passing at a distance of about 100 miles to the N. of the vessels, the barometer on board showing the minimum at 3 p.m. with the wind thereafter backing rather quickly towards S., so that although the trough phenomena often observed in the depressions of more northern latitudes are not always well marked in typhoons, there is every reason to suppose that this phenomenon was connected with the passage of the trough in this case.

Between the 28th and 29th the disturbance moved towards W. by N. at the rate of about 9½ miles per hour and it entered the coast in the neighbourhood of Haifong-sau (21° 35', 111° 50') on the morning of the latter day. At noon on the 29th it was probably situated in 21°, 110° and during the evening of this day it passed a little to the N. of Pakhoi, where a N.W. gale, in the morning, backing to S.W. in the evening, was experienced. At the Custom House the lowest barometer reading, 29.23, was made at 11 p.m., but on board the steamer *Actif* at anchor in the port the minimum, 29.41, was registered near 5 p.m. The weather continued bad between Hongkong and Swatow and to the southward

"No," I said, "but one; we missionaries don't have such things." "And no cannon?" he asked again. Fancy asking a man if he had any cannon about him!

One thing grieved is, the officials see the difference between Vegetarian and Christian. This very official has been showing our converts in our late persecutions, saying that Vegetarians were better than they. To-day he exclaimed that "truly there was a wide difference between us." I hope he won't forget it when the trouble is over.

THE FRENCH CLAIMS IN SZECHUEN.

We learn that the settlement of the French claims for the destruction of the numerous missions in Szechuan is making considerable progress. The negociations are being conducted in a somewhat curious, but doubtless an effective way. The French Minister forced the Chinese to accept Bishop Dunand as the French representative at the Commission, the Chinese being only represented by the Provincial Judge. The enquiry and negociation take place daily in the yamen of the latter at Chungtu and every evening a full account is wired to Peking by the Bishop for the information of his Minister and by the Provincial Judge for that of the Tsung-li Yamen. In this manner Peking and the French Government are kept fully informed of everything that transpires and instructions can be wired as to any difficulties that may arise. Steps have also been taken to secure that the Bishop's messages shall not be tampered with in the way with which the Imperial Chinese Telegraph Administration has familiarised us. A vast mass of evidence has been forwarded to Peking against the Szechuen officials in this way over their own wires and so strong is the case already made out against the Viceroy Liu Ping-chang that Prince Kung informed one of the Foreign Ministers that the ex-Viceroy had no chance of escape.—*China Gazette.*

THE MILITARY CONTRIBUTION.

We print to-day some interesting comments by the Hongkong press on the subject of the Imperial contributions of the two Far Eastern Crown Colonies. While the *China Mail* is disposed to welcome the settlement of the matter on the 17½ per cent. basis, and acknowledges the good service to Hongkong that the traits agitation has afforded, the *Daily Press* is more dubious as to the advantage when examined by light of possibilities. First of all, however, that journal is unfortunate enough not yet to have cleared its mind of an erroneous assumption of some standing. It appears that it is still under the impression that the attitude taken up by this colony (Straits Settlements), or in other words by the journal that has done the bulk of the work in keeping the movement going, is that our payments should be limited to purely local defence, the coaling station defence being chargeable to Imperial funds alone. That is not so. In the first place the actual defence cannot be discriminated, although expenditure upon it can, on the War Office principle already laid down in the case of Ceylon, namely, that the garrison is one-third Colonial and two-thirds Imperial. But in the second place it has always been our declaration that whatever the just discrimination of Colonial and Imperial pecuniary liabilities this colony was willing and ready to add to its colonial share a contribution, on an intelligible method of assessment, to the Imperial expenditure. The fairness of such a position is indisputable; and were all other colonies voluntarily to take up the same ground the coming problem of Imperial Defence would be solved at the very outset.

But the significant point in the *Daily Press's* article—with which we entirely agree, as has already been seen—is its expression of opinion that "the tendency to increase of armaments is unmistakable, and with the changing conditions in the Far East *it is not unlikely that within the next ten years the garrisons of Hongkong and Singapore will have to be doubled.*" That, to our mind, is a singularly modest hazard; both as to time and amount of Imperial force possible to be transferred to the Far Eastern naval bases. Look at to-day's telegram, which, with the proper reserve put as being merely a St. Petersburg view of unofficial character, still indicates a possibility of a strong anti-British coalition over the question of Egypt. Supposing that, within a month, were to take a shape that meant business. We would bet heavily that merely to watch contingencies India would be supplying quadrupled garrisons to Singapore and Hongkong, while we should probably have at Vancouver, per Canadian railway, a strong fish force of British troops watching the course of events. The fact is that this colony, with its wants and needs and risks, has vanished from existence as a factor of calculation where Imperial military and naval contingencies are concerned. It is the Empire, as a unit, that has to be defended, and not merely a congeries of disconnected parts. The strength of the garrisons and the squadrons in the Far East will neither be raised or decreased by a man in regard to Hongkong or Straits desires. Happily that begins, honestly, from now. The Empire is at liberty to throw at a pinch 10,000 men here, or take them away as it likes, without any further reference to the exploded fiction of "your garrison," and "your trade." And it is precisely in reference to this fact and its bearing upon the undefined charges for "lands, buildings, &c.,"—what lurks under that "&c."?—that the probabilities of future expansions of military garrisons in Hongkong and Singapore will have to be most narrowly watched.—*Singapore Free Press.*

CRICKET.

SINGAPORE v. BATAVIA.

Telegraphically, the Secretary of the Singapore Cricket Club has been informed of the result of the match between the team captained by Mr. Merewether and the Batavia Cricket Club. Singapore has won by 127 runs. The following were the scores:—

SINGAPORE.	1st Inn.	2nd Inn.
Leach, A. J.	14	22
Cook	51	41
Major Lambton	4	13
Lieut. Isaacke	5	0
Orman, J. J. H.	14	11
Merewether	9	3
Dakins	6	14
MacDougal	7	7
Percival	15	18
Morren, E. W.	2	2
Graham	0	1
Extras	13	20
	140	152
		140
		292

BATAVIA.

In their first innings Batavia scored 116, leaving them 177 to win. They seem to have been unable, however, to do anything against the bowling of Lambton and Isaacke, as the whole side was dismissed for 49 runs, leaving the visitors winners as aforesaid. The score of the second innings was as under:—

Loney	7
Thompson	14
Suermondt	2
Rose	3
Hendry	0
Debois	3
McClure	12
Maclaine	4
Burt	0
Gardiner	0
Munro	0

Isaacke took 6 wickets for 26 runs and Lambton 4 for 19 runs. In the first innings the first-named bowler took 4 wickets for 33 runs. Lambton secured 4 for 52, and Leach 2 for 11 runs.—*Straits Times.*

TIENTSIN.

10th August.

The *Pao-chi*, on a mean draught of 8½ feet, managed to reach the Bund last Saturday evening, but spent two days making her way back to Taku.

The *Tung-chow* had a far more trying experience, only crossing out on the 6th, after a detention of over three weeks occasioned by the vagaries of the Pei-ho.

The channel is now somewhat deeper, but it is narrow and the current is running with such force that no more steamers have ventured to come beyond Tangku.

Cholera is very bad in Peking. Between the French Legation and the I. M. Customs compound, a distance of some five hundred yards, thirty to thirty-five persons die a day. It is stated that the death rate is fifteen hundred daily, and the epidemic is not on the decrease.

Cholera appears to be somewhat prevalent at Chefoo just now. We hear of the deaths there of a missionary lady, Miss Turner, and of the youngest child of Dr. and Mrs. McFarlane, of the Chu Chia London Mission, who recently went to that port to recruit. Much sympathy is felt for the bereaved parents, who lost their eldest boy in Tientsin, from the same cause, about four years ago.

We regret to have to record the death, by cholera, of Mr. A. T. Maby, chief officer of the *Chungking*, at the Outer Anchorage during the night of Friday week. The deceased was a native of Guernsey and was 33 years of age. The funeral, of which no public intimation appears to have been given, took place here on Sunday afternoon. A fireman in the same vessel is also reported to have fallen a victim to the dread disease.

A rather droll incident connected with the advent of the new British dollar in Tientsin is worth recording. A lady having made a small purchase at one of our local emporiums a few days since, and inspired perhaps by a commendable desire to do her little to further the interests of her country, tendered one of the coins in question to the native assistant. The youth looked at the strange thing very dubiously and politely enquired what it was? On receiving the necessary enlightenment he submitted it to a fellow assistant, who thought it advisable to refer the matter to the foreign employé. This gentlemen, having in turn examined the specimen with a critical eye and being also informed that it represented the new British dollar, deemed it expedient as a matter of caution to appeal to a still higher authority for instructions. By this time the lady had considerable *enfouirage* and realised to some small extent the feelings of one caught in the act of trying to palm off a counterfeit coin. The dollar was finally accepted and the lady left "without a stain on her character" and the richer by an entirely novel and amusing experience.—*Peking and Tientsin Times.*

THE OUTLOOK IN OUR ORIENTAL TRADE.

AN INTERVIEW WITH SIR THOMAS SUTHERLAND, K.C.M.G., M.P.

It was with some thoughts of Shakespeare's Antonio in my mind (writes a representative of the *Westminster Gazette*) that I entered the stately offices of the Peninsular and Oriental Steamship Company. In a moment I should meet in *tête-à-tête* the master of more magnificent and mightier argosies than ever Venice dreamed of in the noontide of her splendour, to whom Shylock's three thousand ducats would seem a begatelle indeed. However, I so far exercised literary restraint as not to quote, when ushered into Sir Thomas's presence, the observations made to the Venetian shipowner by Salerino. But with the courteous and matter-of-fact greeting of the Chairman of the Peninsular and Oriental Steamship Company, poetry went out of me, and in my most business-like manner I said:—

INDIAN TRADE.

"To begin with, Sir Thomas, what signs of development in Indian trade do you see?"

"I think," said he, "our Indian trade is very stationary."

"Owing to the Eastern complications?"

"No, not owing to the Eastern complications. As far as the outward trade is concerned, it is the lowness of the exchange and the import duties which militate against it. With regard to the export trade from India, we've been dreadfully disappointed at its retrogressive character. That is due, principally, to the falling-off in shipments of wheat, which have sunk from a million and half tons—at which they stood four years ago—to about a quarter of a million at the present time."

"What is that due to?"

"Low prices," replied Sir Thomas; "mainly low prices this side, owing to the splendid crops in America, Argentina, and Russia. The curious feature in connexion with the wheat export is, that those who have been most strenously opposed to an thing like the rehabilitation of silver declared an advance in exchange would immediately arrest the exports, whereas the export has been arrested in the face of a falling exchange; thus showing that there are other factors at work than a low exchange in promoting or arresting exports from the far East."

"And what, Sir Thomas, are, in your opinion, those factors?"

"One always believes," replied the Chairman of the Peninsular and Oriental Steamship Company, "that a great country, like India, must continue to show a certain measure of development; but at the present moment the trade appears to be in the doldrums, and but for a bumper crop of jute last year, the ships would have been very badly off indeed."

THE STRAITS SETTLEMENTS.

"As regards the Straits Settlements—Singapore, Penang, and so on," continued Sir Thomas, "the amount of produce is very large indeed, and at present there appears no limit to the growth of that trade, though it is at once checked, as far as my judgment goes, by a rise in exchange, or even by a very moderate increase in the low rates of freight, which usually prevail in that part of the world."

THE CHINA TRADE.

"And the China trade?"

"Nor has the China trade," resumed Sir Thomas, "done badly of late in the amount of exports. Of course, the tea export to the United Kingdom is little more than a third of what it used to be, the Indian and Ceylon teas having made such enormous strides in this market; but there is a great variety of produce now sent from China of a less valuable kind, such as wool, &c., which goes to make up a total of no inconsiderable amount."

"Didn't the late war check this at all?"

"No; though it impeded imports into China to some extent, the exports went on rather briskly, and this would follow almost as a matter of course, as, in the circumstances, merchants would be anxious to put their stocks in the market."

AFTER THE SHIMONOSEKI TREATY.

"And as to the prospects in China as affected by the Treaty of Shimonoseki?"

"Well," said Sir Thomas, "I don't think the progress of China is likely to be very expeditious. At the same time the conditions imposed by the Japanese ought to secure a forward movement. There are several important centres of trade in the interior of China to be opened under this treaty, such as Hangchow Soochow, and so on, while the navigation of the Upper Yangtsekiang is also provided for. These additional facilities for trade will also tend towards progress; but the part of China which we should have liked to see opened up is still hermetically closed. I mean the West River, which extends from Canton into the provinces of Yunnan. It is supposed, as you doubtless know, to be extremely rich in mineral wealth. The opening of this navigation has long been desired by the British; but if one may judge from external circumstances it is strongly opposed by the French, who are very desirous of drawing the commerce of this portion of China towards Tonkin. And you may have seen in the *Times* of the last day or two telegrams stating that the French have been able to secure for themselves special advantages in this direction."

"Perhaps the much-talked-of loan has something to do with this?"

"Yes. It is supposed that the participation of France and Russia in the loan to China, which hangs fire very considerably, has enabled our friends across the Channel to wipe our eye. But this may be taken with some grains of salt until we know a little more."

SHIPPING REPORTS.

The British steamer *Bonnington*, from Moji 13th Aug., had fine weather throughout.

The German steamer *China*, from Saigon 15th Aug., had fine weather, with very low barometer.

The British steamer *Arratoon Apcar*, from Calcutta 4th Aug., and Straits 13th, experienced very strong S.W. monsoon and high sea in the Bay of Bengal. From Singapore experienced light variable winds and smooth sea to lat. 8 N., long. 108½ E. From thence to lat. 16 N., long. 113 E., moderate S.W. monsoons, and from there to Hongkong light to calm northerly winds and smooth sea.

SHANGHAI SHIPPING.

August—

ARRIVALS.

10, Baikal, Russian str., from Nagasaki.
10, Pyrrhus, British str., from Hiogo.
11, Oopack, British str., from Japan.
11, Ping Ching, Chinese R.C., from a cruise.
11, Oolong, British str., from Hongkong.
12, Fushun, Chinese str., from Hongkong.
12, Hsinfung, Chinese str., from Chefoo.
12, Hangchow, British str., from Swatow.
12, Woosung, British str., from Swatow.
12, Benalder, British str., from Moji.
12, Dodogne, British str., from Hongkong.
12, Nanpang, German str., from Hongkong.
13, Feiching, British str., from Tientsin.
13, Toonan, Chinese str., from Amoy.
13, Esang, British str., from Tientsin.
13, Pecan, Chinese str., from Tientsin.
13, Swatow, German str., from Swatow.
14, Kiungpai, German str., from Tsina.

DEPARTURES.

August—

11, Kiungpai, Chinese str., for Chefoo.
11, Tungchow, British str., for Tientsin.
11, Chungking, British str., for Chefoo.
11, Foochi, Chinese str., for Tientsin.
11, Peguto, German str., for Kutchinotsu.
11, Tacoma, British str., for Tacoma.
11, Chiyuen, Chinese str., for Hongkong.
11, Donau, Norwegian str., for Kobe.
13, Normandie, Norw. str., for Newchwang.
13, Hosting, Chinese str., for Chefoo.
13, Kwangchi, Chinese str., for Wenchow.
14, Preussen, German str., for Bremen.
14, Paisang, British str., for Swatow.
14, Haesbin, Chinese str., for Foochow.
14, Hsinfung, Chinese str., for Chefoo.
14, Dordogne, British str., for Kobe.
14, Glenfruin, British str., for London.
14, Glenorchy, British str., for Japan.
14, Woosung, British str., for Amoy.
14, Gelbert, German str., for Singapore.

VESSELS PASSED ANJER.

July 31, Ned. str. Gelderland, Mink, July 31, from Batavia for Rotterdam.

August 1, Italian bark Escamplare, Rassi, June 15, from Manila for Channel.

1, Amr. ship Wm. H. Smith, Brown, April 19, from Philadelphia for Hyogo.

2, Norw. bark Spero, Olsen, July 2, from East London for Bangkok.

2, Ned. bark Everisen, Wiebenga, April 22, from Amsterdam for Batavia.

2, British bark Corryvrechan, Hammond, May 5, from Cardiff for Samarang.

2, French str. Canarias, July 31, from Singapore for New Grenada.

3, British ship Matterhorn, Williams, April 28, from New York for Hongkong.

3, Norw. bark Statsminister Selmer, Gundersen, June 28, from Bangkok for Cadiz.

3, British ship Alexander Yeats, Brammer, July 12, from Singapore for London.

3, German ship Columbus, Slover, July 20, from Singapore for New York.

3, Ned. str. Teucer, Riley, Aug. 3, from Batavia for Amsterdam.

3, British str. Empress, Stewart, Aug. 3 from Batavia for America.

4, Swedish bark Blenda, Trapp, July 10, from Bangkok for Channel.

4, Amr. ship Vigilant, Bailey, Aug. 4, from Batavia for Delaware Breakwater.

5, Ned. str. Koningin Regentes, Bruyns, June 30, from Amsterdam for Batavia.

5, Ned. str. Titan, Thompson, June 28, from Amsterdam for Batavia.

5, Norw. bark Anitra, Simonsen, July 12, from Bangkok for Channel.

6, British ship Aladdin, Rutter, May 6, from New York.

6, Ned. ship Tromp, Nadort, May 4, from New York.

7, German bark Magdalene, Schoemaker, May 8, from Rotterdam for Java.

7, Ned. str. Prins Hendrik, Bakker, Aug. 7, from Batavia for Amsterdam.

7, Ned. str. Soenda, Dik, June 19, from Amsterdam for Batavia.

8, British str. Rakata, Wilson, July 3, from London for Batavia.

8, British str. Baron Andrassan, July 6, from Bateom for Batavia.

COMMERCIAL INTELLIGENCE.

MONDAY, 19th August.

CLOSING QUOTATIONS.

EXCHANGE

ON LONDON.—
Telegraphic Transfer 2/1½
Bank Bills, on demand 2/1½
Bank Bills, at 30 days' sight .....
Bank Bills, at 4 months' s'ght 2/2½
Credits, at 4 months' sight 2/2½
Documentary Bills, 4 months' sight 2/2½

ON PARIS.—
Bank Bills, on demand 2.71½
Credits, at 4 months' sight 2.77½

ON GERMANY.—
On demand 2.19

ON NEW YORK.—
Bank Bills, on demand 52½
Credits, 60 days' sight 54

ON BOMBAY.—
Telegraphic Transfer 196
Bank, on demand 196½

ON CALCUTTA.—
Telegraphic Transfer 196
Bank, on demand 196½

ON SHANGHAI.—
Bank, at sight 72
Private, 30 days' sight 72½

ON YOKOHAMA.—
On demand ..... par.

ON MANILA.—
On demand ..... 44 % pm.

ON SINGAPORE.—
On demand ..... par.

SOVEREIGNS, Bank's Buying Rate $9.10
GOLD LEAF 100 fine, per tael 47.50

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shan.	$125	180 p. ct pm., sales
China & Japan, pri.	£1	nominal
Do. ordinary	£1	nominal
Do. deferred	£1	nominal
Nat'l Bank of China		
B. Shares	$8	$25½
Founs. Shares	£1	$25½, buyers
Hill's Asbestos E. A.	15s.	$10, sellers
Brown & Co., H. G.	$50	$34, sellers
Campbell, Moore & Co.	$10	$2
China Sugar	$100	$104, sellers
Chinese Loan '86 E.	Tls. 250	10 p. ct. prem.
Dakin, Cruickshk & Co.	$5	$1
Dairy Farm Co.	$10	$7
Fenwick & Co., Geo.	$25	$16, buyers
Japan Island Cement	$50	$10, sales
H. Brick & Cement.	$12.50	$7, sellers
Hk. C. Bakery	$50	$36
Hongkong & C. Gas	$10	$110
Hongkong Electric...	$8	$5.75, sales
H. K. L. Tramways.	$100	$70, buyers
Hongkong Hotel.....	$50	$6
Hongkong Ice.....	$25	$35
H. & K. Wharf & G.	$50	$41, sales
Hongkong Rope.....	$5	$133, buyers
H. & W. Dock	$125	111 p. ct. pm., buyers
Insurances—		
Canton	$50	$180
China Fire	$20	$34, buyers
China Traders' ..	$25	$7½, sales
Hongkong Fire ..	$50	$232½
North-China	£25	Tls. 200
Straits	$20	$23, sellers
Union	$25	$180, buyers
Yangtsze	$50	$95, buyers
Land & Building—		
H. Land Investm't	$50	$61, sellers
Humphreys Estate	$10	$8
Kowloon Land & B.	$50	$10½, buyers
West Point Build'g	$40	$18½, sellers
Iron Sugar	$100	$45
Mining—		
Charbonnages.....	Fcs. 500	$120, sellers
Jelebu	$5	$3 50
New Halmoral.....	$3	$5.70
Punjom	$3½	$4 4½, sellers
Do. (Preference)	$1	$1.40
Raubs	Rs. 100	$4.3½, sellers
Steamship Cos:—		
China & Manila.	$10	$62½
China Shippers....	$25	$21.16
Douglas S. S. Co..	$50	$53, buyers
H., Canton, & M..	$20	$33, sales
Indo-China S. N...	£10	$47½, buyers
Wchsi Warch'se Co.	$37½	$37½, buyers
Watson & Co., A. S.	$50	$9.50, sales

CHATRS & VERNON, Share ... kers

OPIUM.

New Malwa	$700	No Al'ance to 4 catties
Old Malwa 2 years	$720	" to 2½ "
Old Malwa 3-8 "	$740	4 taels " to 2½ "
Patna (New)	$705	
Patna (Old)	$710	
Benares (New).....	$790	
Benares (Old)	$790	

HONGKONG TIDE-TABLE

19TH TO 25TH AUGUST.

Week	Day of Month	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h m	ft. in.	h m	ft. in.
Su.	20	m 9 12	6 7	m 1 54	1 8
		9 51 a.	2 7	3 32 a	1 10
M.	21	m 9 5	6 1	m 2 32	0 9
		10 16 a	2 6	4 54 a	1 8
Tu.	22	m 9 57	5 10	m 3 57	0 4
		10 44 a	3 4	4 37 a	1 8
W.	23	m 10 49	5 2	m 4 18	0 1
		11 16 a	3 8	5 / 8 a	0 9
Th.	24	m 11 42	4 7	m 5 8	0 1
		11 49 a	3 11	5 57 a	1 1
F.	25	0 38 a	3 9	m 6 0	0 1
				6 34 a	0 7
Sa.	26	m 0 25	4 3	m 7 2	0 2
		1 12 a	3 8	6 24 a	1 2

The height of mean sea-level has been determined, from the tidal observations of 1887 and 1888, as 5.57 feet above zero of the tide-gauge at the Kowloon Tidal Observatory; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.57 feet above zero.

The heights in the Tables marked with a minus sign (—) are below Low-water Ordinary Spring-Tides, and should be subtracted from the contant given above.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 15TH AUGUST, AT 4 P.M.

STATION.	Reduced to Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall last 24 hours.
Wladivostock ...	29.83	—	—	—	0	—	—
Tokio	29.77	80	55	n	2	o	0
Nagasaki	29.75	83	62	nne	3	o	0
Shanghai	29.70	84	81	ne	5	o	0
Amoy	29.66	85	73	ene	2	o	0
Swatow	29.67	84	—	nne	2	o	0
Canton	29.69	90	73	sw	1	o	0
Hongkong	29.68	84	67	—	0	o	0
Victoria Peak...	—	—	—	s	3	—	—
Gap Rock	29.67*	—	—	sw	1	o	0
Macao	29.69	85	79	sww	1	o	0
Haiphong	29.55*	86	80	nw	4	o	0
Bolinao	29.66	84	79	w	2	o	0
Manila	29.69	86	71	sw	4	o	0
Cape St. James ..	—	—	—	—	—	—	—

FOR AUGUST, AT 10 A.M.

Wladivostock ...	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Sharp Peak	29.74	85	74	nw	1	o	—
Amoy	29.71	83	79	nw	2	o	—
Swatow	29.71	84	—	—	—	—	—
Canton	—	—	—	—	—	—	—
Hongkong	29.74	84	69	—	0	o	0.17
Victoria Peak...	—	—	—	ne	3	o	—
Gap Rock	29.73	84	71	sw	1	o	—
Macao	29.76	81	81	sw	1	o	0d
Haiphong	29.65	81	89	e	1	o	0
Bolinao	29.74	81*	91	s	2	e	1.69
Manila	29.78	84	77	ssw	1	o	0
Cape St. James.	—	—	—	sw	3	rm	—

On the 16th at 1.30 a.m. Forecast:—Barometer unsteady: light or moderate winds, S. or variable; unsettled, thunder showery probable.

On the 16th at 10.0 a.m. Forecast:—Barometer unsteady: light or moderate winds, S.W. or variable; unsettled, thunder shower probable.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.69	29.74	29.63
Temperature	81	84	81
Humidity	87	69	82
Direction of wind ...	—	—	W.
Force	0	0	1
Weather	o.	o.	o.
Rain	—	0.17	—

Highest open air temperature on the 15th 87
Lowest open air temperature on the 15th 76

1—Hidden water reduced to 32 degrees Fahr., at sea level.
2—Temperature in the shade in degrees Fahrenheit.
3—Humidity is percentage of saturation, the humidity of air saturated with moisture being 100.
4—Direction of the Wind according to 32 points.
5—Force of the Wind according to Beaufort Scale.
6—State of the Weather: b, blue sky; c, cloudy; d, detached clouds; d, drizzling rain; f, foggy; g, gloomy; h, hail; l, lightning; o, overcast; p, passing showers; q, squally; r, rain; s, snow; t, thunder; v, visibility; w, dew (wet).

F. G. FIGG,
First Assistant.

Hongkong Observatory, 19th August, 1895.

HERMANN FALCONER & CO.'S REGISTER, AUG., 19TH.

Barometer 9 A.M....29.76 Therm. 9 A.M. (Wet bulb) 76
Barometer 1 P.M....29.73 Therm. 1 P.M. (Wet bulb) 80
Barometer 4 P.M....29.71 Therm. 4 P.M. (Wet bulb) 79
Thermom. 9 A.M.. 82 Therm. Maximum 86
Thermom. 1 P.M.. 86 Therm. Minimum (over night) 80
Thermom. 4 P.M.. 83

FURNITURE WAREHOUSE.

LI KWONG LOONG,
CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
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The only shop in Hongkong with this name,
Where HIGH-CLASS FURNITURE of every description can be made to order in any design required.
Has been promised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.
Messrs. A.S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. LI "KWONG LOONG furnished the Annexe "to our Dispensary and gave us every satis- "faction.
(Sd.) "A. S. WATSON & Co., Ld."
ORDERS punctually attended to and CHARGES most in demand.
AN INSPECTION INVITED.
Hongkong 4th February, 1895. [1610

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These Capsules are used in the London and Paris Hospitals in place of Copaiba Cubebs, and astringent injections; they relieve the patient without causing any of the well known inconveniences of these old remedies in 48 hours.

Dr. POSNER says: "The purity of Oil Santal is of the greatest importance; the best form we have used is the French preparation known as Santal-Midy sold in small capsules easy to swallow and readily supported by the stomach.—*Deutsche Medicinal Zeitung*, July 1886."

SANTAL-MIDY is sold in bottles of 40 spherical capsules, each of which contains 5 drops of the pure amber-coloured Sandal-wood oil distilled by Midy's process.

All Capsules bear the name "Midy" printed in black letters.

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JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c.,

PRICES VERY MODERATE.

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Hongkong, 1st January, 1894. [2050

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [697

TO LET.

TO LET.

RAVENSHILL—EAST and WEST.
Apply to VICTOR H. DEACON,
Hongkong, 16th August, 1895. [1710

TO LET.

NO. 4A. and No. 6, UPPER MOSQUE TERRACE.
Apply to LINSTEAD & DAVIS.
Hongkong, 9th August, 1895. [1647

TO BE LET

FROM 1ST AUGUST.

A SIX-ROOMED HOUSE—20, CAINE ROAD.
Apply to
PROCURE DES MISSIONS ETRANGERES,
16, Caine Road.
Hongkong, 2nd July, 1895. [1372

TO LET.

LARGE GODOWN on KOWLOON PEAYA. Suitable for the Storage of General Cargo or Coal.
Apply to LINSTEAD & DAVIS.
Hongkong, 8th July, 1895. [1416

TO BE LET.

TWO GOOD SHOPS, in the Best Part of Queen's Road.

A SIX-ROOMED HOUSE in WANCHAI.

CHAMBERS at WILD DELL BUILDINGS, MORRISON HILL.

Apply to
JOHN D. RAWSON & SON,
38 and 40, Queen's Road Central.
Hongkong, 12th August, 1895. [1331

TO LET.

THE Premises formerly Occupied by W. ROBINSON & Co. Exceptional Position. Good Light. Possession from MAY 1st.
Apply to W. ROBINSON & Co.
UNDER HONGKONG HOTEL.
Hongkong, 2nd July, 1895. [760

TO BE SOLD OR LET.

4 ROOMED BUNGALOW, MOUNT KELLET, PEAK.
For Particulars apply to
PALMER & TURNER,
Architects.
Victoria Buildings.
Hongkong, 1st November, 1894. [87

TO LET.

THE whole Suite of OFFICES on the 1st Floor and GODOWN attached of the Ice Company's Premises at Ice House Lane.
Apply to the MANAGER.
Hongkong, 4th January, 1895. [36

TO LET.

TWO SMALL OFFICES in VICTORIA BUILDINGS.
No 4, OLD BAILEY STREET, Six Roomed Dwelling House.
Apply to DAVID SASSOON, SONS & CO.
Hongkong, 14th August, 1895. [851

TO LET.

UNFURNISHED, FROM 1ST OCTOBER, NEXT, "LARKSPUR," on the ROBINSON ROAD.
Apply to E. MAYER,
Banque de l'Indo-Chine.
Hongkong, 10th August, 1895. [1657

TO LET.

DWELLING HOUSES—
HOUSES in EIDON TERRACE.
SECOND FLOOR of No. 1 and GROUND FLOOR of No. 2, BLUE BUILDINGS.
No. 5, KNUTSFORD TERRACE, KOWLOON.
No 9, CHANCERY LANE.
OFFICES—
FIRST FLOOR, No. 7, PRAYA CENTRAL; lately occupied by Messrs. HOLLIDAY, WISE & Co.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 15th August, 1895 [1589

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COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

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LION BRAND
ANTIPYRINE.
(Dose for Adults 15 to 35 grains troy.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.

Beware of Spurious Imitations. [233

CARBOLINEUM-AVENARIUS
USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China,
SCHREILE & Co.
Hongkong, 25th January, 1893. [215

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"THE QUEEN OF TABLE WATERS."

"More wholesome than any aerated water which Art can supply."
THE TIMES.

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THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID UP ..... £ 562,500

BANKERS.
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance
ON NEW FIXED DEPOSITS:—
For 12 months ..... 4 %
" 6 " 3½
" 3 " 2½
DEPOSITS RENEWED ON OLD TERMS.
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 3rd August, 1895. [14

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 15th May, 1893. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID UP £2,000,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
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INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months ..... 4 %
" " 6 " ..... 3½ %
" " 3 " ..... 2½ %
T. E. SANSOM,
pro Manager, Hongkong.
Hongkong, 1st August, 1895 [15

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND ..... $ 5,500,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:—
J. KRAMER, Esq.—Chairman
Hon. A. McCONACHIE.—Deputy Chairman.
Hon. J. J. Bell-Irving, E. G. Michaelsen, Esq.
G. H. Dodwell, Esq. D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. N. A. Siebs, Esq.
E. M. Gray, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months 2½

NOTICES TO CONSIGNEES

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "CARMARTHENSHIRE."

FROM HAMBURG, ANTWERP, MIDDLESBRO, LONDON, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co., Agents.

Hongkong, 19th August, 1895. [1641

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TANTALUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 19th inst.

Goods undelivered after the 24th inst. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 26th inst.

BUTTERFIELD & SWIRE.

Hongkong, 16th August, 1895. [1714

VESSELS ON THE BERTH

FOR SINGAPORE, BATAVIA, SAMARANG, AND SOURABAYA.

THE Steamship

"CROMARTY,"

Captain Ward, will be despatched as above TO-DAY, the 20th inst., at 4 P.M., instead of as previously notified.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 19th August, 1895. [1707

FOR YOKOHAMA AND KOBE.

THE Steamship

"ARGYLL"

Captain Duncan, now loading, will be despatched TO-DAY, the 20th inst.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August 1895. [1658

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE, AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 21st August, 1895, at NOON, the Company's Steamship "CALEDONIEN," Commandant Bevilaqua, with Mails, Passengers, Specie, and Cargo will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 20th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

C. TOURNAIRE, Acting Agent.

Hongkong, 8th August, 1895. [2

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA PORTS OF CALL.

THE Company's Steamship

"OOPACK,"

H. Sommer, Commander, will be despatched as above on or about the 22nd inst.

For Freight, apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 15th August, 1895. [1700

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

OLDENBURG	Monday	16th Sept.
GERA	Monday	14th Oct.
PRINZ HEINRICH	Monday	11th Nov.
PREUSSEN	Monday	9th Dec.
SACHSEN	Monday	6th Jan.
GERA	Monday	3rd Feb.

ON MONDAY, the 16th day of September, 1895, at 3 P.M., the Company's Steamship "OLDENBURG," with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 14th Sept., Cargo and Specie will be received on Board until NOON on MONDAY, the 16th September, and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 15th September. Contents of Packages are required. No Parcel Receipts will be signed at less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 20th August, 1895. 7

FOR NEW YORK.

THE 3/3 L.I.I. American Bark

"GEO. S HOMER,"

Homeon, Master, is now loading here for the above port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 31st July, 1895. [1582

FOR NEW YORK.

THE 3/3 L.I.I. American Bark

"ADAM W. SPIES,"

Field, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong 10th August, 1895. [1667

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"RADNORSHIRE,"

Captain Davies, R.N.R., will be despatched for the above Ports TO-DAY, 20th instant, at NOON, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 16th August, 1895. [1282

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"SPONDILUS,"

Captain H. Griffiths, will be despatched as above TO-DAY, the 20th inst., at NOON.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 19th August, 1895. [1730

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain J. Young, will be despatched as above TO-DAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 13th August, 1895. [1687

FOR BOMBAY

VIA SINGAPORE AND COLOMBO (calling at PENANG if inducement offers).

THE Company's Steamship

"MIIKI MARU,"

Captain Brown, will be despatched as above on THURSDAY, the 22nd inst., at NOON.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 17th August, 1895. [1721

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Steamship

"NANCHANG,"

Captain Finlayson, will be despatched on THURSDAY, the 22nd inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1895. [1728

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

(Taking through Cargo for SULU, MENADO, and GORONTALO.)

THE Company Steamship

"MEMNON,"

Captain Branch, will be despatched as above on SATURDAY, the 24th inst., at 4 P.M.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1895. [1731

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG

GAELIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY, Aug. 27, 1895, at NOON.
BELGIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	SATURDAY, Sept. 28, 1895, at NOON.
COPTIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	THURSDAY, Oct. 17, 1895, at NOON.

THE Steamship "GAELIC" will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on TUESDAY, the 27th AUGUST, 1895, at NOON, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th August, 1895 [4

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENAVON,"

Captain Norman, will be despatched as above on or about TUESDAY, the 3rd September.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 12th August, 1895. [1673

STEAM TO NATAL AND CAPE PORTS

BY THE NATAL DIRECT LINE

FROM CALCUTTA

(MESSRS. BULLARD, KING & Co.'s LINE.)

THE Undersigned having been appointed GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS of LADING for NATAL, EAST LONDON, PORT ELIZABETH, MOSSEL BAY, CAPE TOWN, DELAGOA BAY, and BEIRA.

Transhipment will be made at CALCUTTA.

Next sailing from CALCUTTA, S.S. "UMKUZI" 30th July, to be followed by the S.S. "UMZINTO" on the 15th August.

For Freight and further Particulars, Apply to

DODWELL, CARLILL & Co., General Agents for China and Japan.

Hongkong, 8th July, 1895. [41

VESSELS ADVERTISED AS LOADING.

DESTINATION.	STEAMER'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON &c., VIA BOMBAY	Rohilla	Brit. str.	Henning, R.N.R.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON VIA SUEZ CANAL	Glenavon	Brit. str.	Norman	Jardine, Matheson & Co.	On 3rd Sept.
LONDON VIA SUEZ CANAL	Pyrrhus	Brit. str.	Batt	Butterfield & Swire	On 23rd inst.
LONDON VIA SUEZ CANAL	Benalder	Brit. str.	Thomson	Gibb, Livingston & Co.	On or about 30th inst.
LONDON VIA PORTS OF CALL	Oopack	Brit. str.	Sommer	Holliday, Wise & Co.	On or about 22nd inst.
LONDON & HAMBURG	Radnorshire	Brit. str.	Davies, R.N.R.	Dodwell, Carlill & Co.	To-day, at Noon.
LONDON & HAMBURG	Spondilus	Brit. str.	Griffith	Arnhold, Karberg & Co.	To-day, at Noon.
LONDON VIA MARSEILLES	Aden	Brit. str.		P. & O. S. N. Co.	On or about 22nd inst.
BREMEN & PORTS OF CALL	Oldenburg	Ger. str.		Melchers & Co.	On 16th Sept., at 3 P.M.
HAVRE, HAMBURG & ANTWERP	Strathfillan	Brit. str.	Osborne	Dodwell, Carlill & Co.	On 25th inst., Daylight.
HAVRE & H'BURG VIA S'PORE	Oceana	Brit. str.	Behrens	Siemssen & Co.	On 26th inst., at 4 P.M.
MARSEILLES & LONDON	Bengal	Brit. str.		P. & O. S. N. Co.	On 12th Sept., at Noon.
MARSEILLES VIA SAIGON &c.	Caledonien	Fren. str.	Bevilaqua	Messageries Maritimes	On 21st inst., at Noon.
VANCOUVER, VIA S'HAI, &c.	Empress of India	Brit. str.	Marshall, R.N.R.	Canadian Pacific R. Co.	On 4th Sept., at Noon.
VICTORIA, B.C., &c., V Y'HAMA	Strathnevis	Brit. str.	Pattie	Dodwell, Carlill & Co.	On 27th inst., at Noon.
PORTLAND, O., V. KOBE, &c.	Mount Lebanon	Brit. str.		Shewan & Co.	On 14th Sept.
SAN FRANCISCO VIA Y'HAMA	Gaelic	Brit. str.		O. & O. S. S. Co.	On 27th inst., at Noon.
SAN FRANCISCO VIA Y'HAMA	City of Peking	Amer. str.		P. M. S. S. Co.	On 7th Sept., at Noon.
SAN FRANCISCO	Lyndhurst	Brit. sh.	Martin	Shewan & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Annandale	Brit. str.	Milne	Shewan & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Nestor	Brit. str.	Asquith	Butterfield & Swire	On 28th inst., Daylight.
NEW YORK	Fort Stuart	Brit. sh.		Reuter, Brockelmann & Co.	Quick despatch.
NEW YORK	P. N. Blanchard	Amer sh.	Blanchard	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Geo. S. Homer	Amer. bk.	Homeon	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Adam W. Spies	Amer. bk.	Field	Carlowitz & Co.	Quick despatch.
NEW YORK	Sam Skolfield	Amer. sh.	Skolfield	Siemssen & Co.	Quick despatch.
BALTIMORE	Fred. P. Litchfield	Amer. bk.	Chadbourn	Melchers & Co.	Quick despatch.
SYDNEY & MELBOURNE, &c.	Waampoa	Brit. str.	Hards	Butterfield & Swire	On 27th inst.
YOKOHAMA, VIA N'SAKI & KOBE	Ancona	Brit. str.		P. & O. S. N. Co.	On 30th inst., at Noon.
YOKOHAMA & KOBE	Argyll	Brit. str.	Duncan	Butterfield & Swire	To-day.
NAGASAKI & KOBE	Siam	Brit. str.		P. & O. S. N. Co.	On 24th inst., Daylight.
CHEFOO & TIENTSIN	Fuping	Chi. str.	Lehmann	Carlowitz & Co.	To-day, at 2 P.M.
CHEFOO & TIENTSIN	Nanchang	Brit. str.	Finlayson	Butterfield & Swire	On 22nd inst.
SHANGHAI, KOBE & Y'HAMA	Afridi	Brit. str.	Golding	Dodwell, Carlill & Co.	On or about 26th inst.
SHANGHAI & KOBE	Manila	Brit. str.		P. & O. S. N. Co.	To-morrow, Daylight.
SHANGHAI	Bengal	Brit. str.		P. & O. S. N. Co.	On or about 24th inst.
SWATOW, AMOY, & TAMSUI	Formosa	Brit. str.	Davis	Douglas Lapraik & Co.	To-morrow, Daylight.
SANDAKAN & KUDAT	Memnon	Brit. str.	Branch	Butterfield & Swire	On 24th inst., at 4 P.M.
SAMARANG & SOURABAYA &c.	Courtney	Brit. str.	Ward	Jardine, Matheson & Co.	To-day, at 4 P.M.
STRAITS & CALCUTTA	Wingsang	Brit. str.	Young	Jardine, Matheson & Co.	To-day, at 3 P.M.
STRAITS & CALCUTTA	Arratoon Apcar	Brit. str.	Hansen	David Sassoon, Sons & Co.	On 27th inst., at Noon.
BOMBAY VIA S'PORE, COLOMBO	Miiki Maru	Jap. str.	Brown	Nippon Yusen Kaisha	On 22nd inst., at Noon.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

EMPRESS OF INDIA...Comdr. C. P. Marshall, R.N.R....WEDNESDAY, 4th Sept., 1895
EMPRESS OF JAPAN ...Comdr. Geo. A. Lee, R.N.R. ....WEDNESDAY, 2nd Oct. 1895
EMPRESS OF CHINA ...Comdr. E. Acchibald, R.N.R.....WEDNESDAY, 30th Oct., 1895

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits. Good for 9 months, $100.

The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books Rates of Passage, &c., apply to

D. E. BROWN, General Agent. Pedder Street.

Hongkong, 15th August, 1895 [8

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI & KOBE	MANILA	...Daylight, 21st August	Freight or Passage.
LONDON VIA MARSEILLES	...ARCHER	....About 22nd August	...Freight or Passage.
NAGASAKI & KOBE	....SIAM	....Daylight, 24th Augt.	Freight or Passage.
SHANGHAI	BENGAL	...About 24th August	...Freight or Passage.
LONDON, &c.	ROHILLA	...Noon, 29th August	...See Special Advertisement.
Y'HAMA. VIA N'SAKI & KOBE	...ANCONA	....Noon, 30th August	Freight or Passage. (Passing through the INLAND SEA).
MARSEILLES & LONDON	..BENGAL	....Noon, 12th Sept.	....Freight or Passage.

For further particulars apply to

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 20th August, 1895.

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER"

Captain Thomson, will be despatched as above on or about 30th inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th August, 1895. [1691

EGEBON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.

(Subject to Alteration.)

MOUNT LEBANON	Saturday	14th Sept.
ALTMORE	Tuesday	15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON,"

will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on the 14th September.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN & Co., Agents.

Hongkong, 19th August, 1895. [1173

FOR BALTIMORE.

THE 3/3 A.I.I. American Bark

"FRED. P. LITCHFIELD,"

B. W. Chadbourn, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

MELCHERS & Co. Agents.

Hongkong, 7th August, 1895 [1616

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"SAM SKOLFIELD."

Captain Gee, is Skolfield, shortly expected from Shanghai, will load here for the above port and will have quick despatch.

For Freight, apply to

SIEMSSEN & CO.

Hongkong, 14th August 1895 [1699

FOR NEW YORK.

THE 3/3 L.I.I. American Ship

"P. N. BLANCHARD,"

Blanchard, Master, shortly expected from JAVA, will load here for the above port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 31st July, 1895. [1582

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"

Captain Batt, will be despatched as above on FRIDAY, the 23rd inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th August, 1895. [1421

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First class Table. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $325.

Rates of Passage to other Points on application

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

* STRATHNEVIS	3,574	Tuesday	Aug. 27.
VICTORIA	3,167	Tuesday	Sept. 17.
HANKOW	3,594	Tuesday	Oct. 8.
TACOMA	2,549	Tuesday	Oct. 29.
VICTORIA	3,167	Tuesday	Nov. 19.

* No Passengers carried by this sailing.

THE Steamship

"STRATHNEVIS,"

Captain Pattie sailing at NOON, on TUESDAY, the 27th August, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 7th August, 1895. [9

VESSELS ON THE BERTH

FOR HAVRE, HAMBURG, AND ANTWERP.

THE Steamship

"STRATHFILLAN,"

Captain Osborne, will be despatched for the above ports, at DAYLIGHT on SUNDAY, the 25th August.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 16th August, 1895. [1659

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched on WEDNESDAY, the 28th inst., at DAYLIGHT.

Rate of Freight on Matting and General Cargo 25/- per ton of 40 cubic feet.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th August, 1895. [1183

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ROHILLA,"

Captain G. C. Henning, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 29th August, at NOON, taking Passengers and Cargo for the above Ports. This steamer connects at BOMBAY with the S.S. "PENINSULA," which vessel takes on her cargo for LONDON *via* SUEZ CANAL, leaving that port on the 21st SEPTEMBER, 1895.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 16th August, 1895. [1

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Nagasaki, Kobe, Inland Sea, and Yokohama)	SATURDAY, Sept. 7, at NOON.	
CHINA (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.)	TUESDAY, Sept. 17, at NOON.	
PERU (via Nagasaki, Kobe, Inland Sea, and Yokohama.)	TUESDAY, Oct. 8, at NOON.	

THE U. S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, *via* NAGASAKI, INLAND SEA, KOBE, and YOKOHAMA, on SATURDAY, the 7th SEPTEMBER, at NOON, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th August, 1895 [3

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Steamship

"WHAMPOA,"

Captain Harda, will be despatched on TUESDAY, the 27th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th August, 1895. [1631

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANNANDALE,"

Captain Milne, shortly expected, will load here for the above port and will have quick despatch.

Rate of Freight for Matting 25/- per ton of 40 cubic feet.

For Freight or Passage, apply to

SHEWAN & Co.

Hongkong, 30th July, 1895. [1577

FOR NEW YORK.

THE 100 A.1. British ship

"FORT STUART"

will load here for the above port and will have quick despatch.

For Freight, apply to

REUTER, BROCKELMANN & Co.

Hongkong, 22nd June, 1895. [1306

FOR SAN FRANCISCO.

THE 100 A1 British Ship

"LYNDHURST,"

Martin, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN & Co.

Hongkong, 29th May, 1895. [1151

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1894, £11,671,018 2s. 2d.

I.—AUTHORISED CAPITAL ..£3,000,000
SUBSCRIBED CAPITAL.... 2,750,000
PAID-UP CAPITAL £687,500 0 0
II.—FIRE FUNDS 2,410 983 7 8

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates

SHEWAN & Co., Agents.

Hongkong, 13th July, 1895. [1330

SCOTTISH METROPOLITAN ASSURANCE CO.

(LIFE AND ACCIDENT).

LIFE RATES 20 % LOWER than those charged by most Companies.

ACCIDENTS £3 PER ANNUM Secures £1,000 in Case of death by Accident.

£4 PER ANNUM Secures £1,000 in Case of Death or Total Permanent Disablement by Accident, and Weekly Payments of from £1.10 to £3 a week in Case of Temporary Disablements.

For Prospectus or further particulars, apply to

J. Y. V. VERNON, Agent

Hongkong, 18th June, 1894. [1276

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES in favourable terms.

Current Rates and a guaranteed Bonus equal to that paid by the Local Offices.

S. J. DAVID & Co., Agents

Hongkong, 26th November, 1892. [2157

NOTICE.

THE PO ON MARINE INSURANCE & GODOWN COMPANY, LIMITED.

CAPITAL: Eight Hundred Thousand Dollars.

BOARD OF DIRECTORS.

Chü Sip Chuan, Esq., of Messrs. Chü Kwong Lau.
Un Ol ü, Esq., of Messrs. Kung Yuen.
Lau Chauk Kin, Esq., of Messrs. Kung Yuen.
Chü Shai Chi, Esq., of Messrs. Chü Yau Lau.
Cau Chauk Kwan, Esq., of Messrs. Hang Kee Hong.
Lo Shai ü, Esq. of Messrs. Quan Hing Loong.
Chü Sui Man, Esq. of Messrs. Chü Foo Lau.
Chü Keang Wan, Esq., of Messrs. Tung Chan Hong.

THIS Company having been duly Incorporated WILL ACCEPT RISKS from the 18th inst., at Current Rates.

Head Office—No. 126, WING LOK STREET.

UN LAI CHUEN, Secretary.

Hongkong, 10th August, 1895. [1642

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSSEN & Co.

Hongkong, 29th May, 1895. [1151

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates

SIEMSSEN & CO., Agents.

Hongkong, 16th May, 1892 [17

RANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [16

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co., Agents for the Phœnix Fire Office.

Hongkong, 17th August, 1887. [18

SHIPPING IN PORT.

Formosa, British str., 674, Hodgins, Aug. 13, Douglas Lapraik & Co.
Frammes, Norw. str., 919, Wettergreen, Aug. 17, Chinese
Freja, Danish steamer, 397, Strand, Aug. 17, A. S. Mørty
Fuping, Chinese str., 1,058, Lehmann, Aug. 18, Carlowitz & Co
Gaelic, British str., 4,207, Pearne, Aug. 15, O. & O. S. S. Co
Glenavon, British str., 1,625, Mufray, Aug. 15, Jardine, Matheson & Co
Hankow, British str., 2,235, Dick, Butterfield & Swire, for Canton
Hongkong, British str., 1,054, W. E. Clarke, H. C. & M. Steamboat Co., for Macao
Hohenzollern, Ger. str., 3,287, Walter, Aug. 15, Melchers & Co.
Ionian, British str., 1,314, G. S. Lefavour, H. C. & M. Steamboat Co., for Canton
Jacob Christiansen, Norw. str., 1,088, Hansen, Aug. 9, Order
Kwangsi, British str., 419, Chinese, for Canton
Kwangmo, British str., 177, Mahon, Aug. 19, Chinese
Leeyuen, Chinese str., 619, Crawford, Aug. 15, O. M. S. N. Co
Manila, British str., 2,711,